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The CR Difference

A COMPREHENSIVE TEST drive can tell you a lot about a new car. After 30 to 60 minutes behind the wheel you can determine if the seats are comfortable, visibility is good, the car is noisy, and the controls are easy to master. What a kick of the tires and a test drive can't tell you is how reliable the car is going to be.

Quick, which car do you think is the least reliable: an Acura ILX, BMW 2 Series, or Buick Encore?

In order to answer that, you need data—lots of data—from people who already own those cars. Fortunately for you, we have that data. A LOT of it.

Our one-of-a-kind, real-world reliability Ratings are based on subscribers' experiences with more than 640,000 vehicles reported in the latest Annual Auto Survey. From this, we provide detailed reliability histories and predict which models are most likely to be trouble-free or trouble-prone.

This lets you make an informed buying decision, so you have the odds on your side that it won't leave you stranded, no matter how long you plan to own it.

Whether you're buying or leasing, you can rely on CR's

ratings and reviews to steer you in the right direction. These are based on the most comprehensive independent auto-testing program and reliability data of any U.S. publication or website.

► **We buy what we test.** Other magazines and websites write about vehicles they've borrowed from an automaker's press fleet.

► **No shortcuts.** We put our cars through more than 50 individual tests and evaluations at our 327-acre Auto Test Center and on public roads.

► **No ads, no punches pulled.** Since we don't accept outside advertising, you can trust that our reviews tell it like it is, without glossing over shortcomings that might upset auto manufacturers and other big-buck advertisers.

By giving you the straight scoop, we can help you make the smartest choice on which car is best for you. Oh, and the answer to the most reliable car question? Turn to our in-depth reliability report, starting on page 12, to find out!

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Starting Up

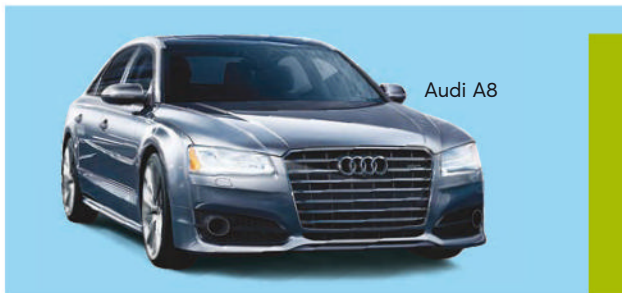
What's Coming Soon, Q&A With Our Experts, Vehicles in Testing at the Track

What's New For 2018

The coming year is shaping up to be an exciting time for consumers to shop for a new car.

IN THE MARKET for a new car? You're in luck, because carmakers have revealed a wide variety of new vehicles. Although SUVs still dominate—with new models from BMW, Jaguar, and Porsche—sedans and hatchbacks are represented. Audi, Genesis, and Nissan have introduced new high-tech four-doors to tempt traditionalists.

Genesis
G70



Audi A8



BMW X3



Nissan Leaf

FAMILIAR LOOKS UP TOP, BIG CHANGES UNDERNEATH

BMW X3 Fall 2017

THE REVAMPED third generation of BMW's compact luxury SUV boasts significantly more comfort and convenience features than before. And, for the first time, BMW is rolling out an M Performance model at the top of the lineup.

The X3 offers a full suite of advanced safety features, such as forward-collision warning with city-collision mitigation, adaptive cruise control, lane-departure warning, rear cross-traffic warning, lane-keeping assist with side-collision avoidance, and blind-spot warning.

Comfort and convenience features also get an upgrade, including a standard three-zone climate-control system that has adjustments for rear-seat occupants.

Some notable options are an available factory-installed trailer hitch (a first for the model), ventilated front seats, gesture controls for the optional 10.2-inch infotainment touch screen, and a head-up display that's 75 percent larger than before.

There are two versions of the X3 to choose from: the entry-level xDrive30i and the

range-topping M40i. The standard engine is a 248-hp, turbocharged four-cylinder, with a 355-hp, turbocharged Six in the M40i.

According to BMW, the M40i accelerates from 0 to 60 mph in only 4.6 seconds; The xDrive30i accomplishes the same sprint in 6 seconds flat. No matter which motor you choose, both come with an eight-speed automatic and all-wheel drive.

The M40i also adds M Sport-tuned brakes, suspension, and exhaust to further emphasize its role as the performance-oriented member of the X3 family tree.

About the only thing BMW hasn't significantly changed is the overall shape and design theme of this SUV. The X3's 2.2-inch-longer wheelbase should result in more rear-seat room. There's a more pronounced twin-kidney grille, hexagon-shaped fog lights, and reprofiled LED headlights and taillights.

CR SAYS If BMW's redesign pattern continues, we expect the X3 to be quieter, quicker, and more fuel-efficient. We hope that it retains the outgoing model's sportiness.

LONGER RANGE FOR LESS

Nissan Leaf Early 2018

THE REDESIGNED all-electric Leaf has been significantly updated with a more powerful electric motor, a longer-lasting battery pack with 150 miles of driving range, and new driver-assist features.

A 40-kWh lithium-ion battery is used in the new Leaf; a 30-kWh pack is in the 2017 model. The motor creates 147 horsepower, up 40 hp from the current model. This extra power should give the Leaf improved acceleration and, hopefully, a sportier driving experience.

Nissan says it will offer an even larger 60-kWh battery in about a year, which should give the car upwards of 200 miles of range.

The Leaf will feature Pro Pilot Assist, a lane-centering intelligent cruise-control system that maintains a set speed and controls the distance between you and the car ahead.

CR SAYS With the Chevy Bolt and Tesla Model 3 rated at more than 200 miles, the Leaf is at a disadvantage out of the gate.

TECH OVERLOAD

Audi A8 Summer 2018

AUDI'S ALL-NEW A8 is a technological tour de force.

The car features powerful turbo V6 and V8 engines, standard all-wheel drive, and even optional heated foot massage for rear occupants in the long wheelbase model.

Its dashboard is almost devoid of buttons, using haptic touch sensors for tactile feedback. The infotainment system consists of two large touch screens, with the lower of the two controlling heating and ventilation commands, along with text functions.

Audi's flagship sedan will have three self-driving functions controlled by artificial intelligence software. Traffic Jam Pilot works at speeds up to 37 mph and lets the A8 drive itself when it detects a physical barrier such as a guardrail. The Parking and Garage Pilot let the A8 owner remotely park the sedan.

CR SAYS The self-driving capabilities raise safety concerns because drivers can't be expected to quickly take control of a car in an emergency situation when their hands are off the wheel.



Jaguar
E-Pace

Porsche
Cayenne



SMALL SIZE, BIG AMBITIONS

Jaguar E-Pace Spring 2018

JAGUAR'S FIRST foray into the popular luxury-compact-SUV class will be offered with two engine choices: a 246-hp, 2.0-liter turbo four-cylinder and a 296-hp, four-cylinder. A nine-speed automatic and all-wheel drive are standard.

Owners can adjust the E-Pace's driving characteristics—including transmission shift points, throttle response, and the efficiency of the climate-control system—with the available Jaguar Drive Control system.

Inside the cabin there is a 10-inch touch-screen display for the infotainment system, with large rotary climate controls below. Also available are a 12.3-inch digital instrument panel and a head-up display screen; the latter can project vehicle speed, entertainment settings, and adaptive-cruise-control settings.

There are up to five USB outlets and four 12-volt sockets available for connectivity and charging. **CR SAYS** We're disappointed that blind-spot warning and lane-departure warning are optional, not standard.

MORE POWER, TECH, AND SPICE

Porsche Cayenne Spring 2018

THE REDESIGNED 2019 Cayenne luxury midsize SUV gets more powerful engines and the promise of an even more driver-focused chassis.

The base Cayenne will get a 3.0-liter turbo V6 engine producing 340 hp, and the S trim will have a 2.9-liter twin-turbo V6 making 440 hp. Both engines come mated to an updated eight-speed automatic and, as before, standard all-wheel drive. Other versions will be announced at a later date, including a plug-in hybrid expected next year.

Porsche says the Cayenne S will hit 60 mph in an impressive 4.9 seconds. The base model won't be a slouch, either, sprinting from a stop to 60 mph in a claimed 5.9 seconds. In 2011, the base Cayenne we tested (with a 300-hp, 3.6-liter V6) needed 7.8 seconds to complete that feat.

Even though the new Cayenne is about 3 inches longer and 1.7 inches wider than the outgoing version, it weighs 100 pounds less.

A driver-adjustable damping suspension comes

standard on the Cayenne S, and it is optional on the base model. Separately, a height-adjustable air suspension will also be available.

An all-new cabin features Porsche's latest infotainment system with a 12.3-inch touch screen. The center console has traditional controls and a glass-look touch surface.

All Cayennes will come standard with automatic emergency braking, previously an option. Other available advanced safety features include blind-spot warning, lane-keeping assist, adaptive cruise control, night-vision assist, and a surround-view camera system.

Pricing starts at \$65,700, which reflects an increase of several thousand dollars. But the new model has more standard features, including active safety features, 19-inch wheels, and the Porsche Connect Plus infotainment and connectivity system.

CR SAYS The current Cayenne is one of the sportiest-driving SUVs but has suffered from an overly stiff ride—one of the car's few deficiencies, in our opinion.

CHALLENGING THE GERMANS

Genesis G70 Spring 2018

HYUNDAI'S ALL-NEW G70 is the premium brand's move into sales territory firmly controlled by German sports sedans.

The base engine is a 252-hp, 2.0-liter turbo four-cylinder. A more powerful 370-hp, 3.3-liter turbo V6 is optional. Both are mated to a standard eight-speed automatic transmission, though rear-drive versions of the four-cylinder may get a six-speed manual.

Rear-wheel drive is standard, although both engines will be offered with all-wheel drive.

A coupe version will arrive six months after the sedan.

Standard safety equipment will include forward-collision warning, blind-spot warning, automatic emergency braking, and lane-departure warning.

The minimalistic cabin features few buttons, and metal—not wood—trim. An 8-inch infotainment system dominates the center dash.

CR SAYS Expect the well-equipped G70 to cost much less than competing Audi, BMW, and Mercedes-Benz models.



At the Track

These new SUVs are ready for it all, from daily use to long-distance travel. Here's our first impressions on the Chevrolet Traverse, Subaru Crosstrek, Volkswagen Tiguan, and Volvo XC60.



Chevrolet Traverse

Room and refinement for the adventure-seeking

AFTER ABOUT A DECADE, Chevrolet has finally replaced the first-generation Traverse three-row crossover with a thoroughly modern model that offers notable packaging, refinement, and connectivity improvements.

The Traverse is further distinguished this time around from its GMC Acadia sibling. While the GMC shrank in the redesign process, the Traverse is now longer. They will be soon be joined by a more upscale variant, the Buick Enclave.

The Traverse's pricing starts at \$30,785 and climbs quickly. Driving the price up for many shoppers will be a desire for all-wheel drive and advanced safety features. Unfortunately, forward-collision warning and automatic emergency braking are available only on top Premier and High Country trims. The lack of these important safety features on other trim levels is a disappointment on an all-new family vehicle.

We purchased a Premier AWD version to evaluate. Our black beauty came with a dual-pane sunroof (\$1,400) and an all-weather mat package (\$250)

for a \$49,945 sticker price. Like most versions, our Traverse has a 310-hp V6 mated to a 9-speed automatic. A 255-hp turbo four-cylinder will also be available.

Driving Impressions

On the road, the Traverse proves to be a mild-mannered, easy-going coach. Combined with an unobtrusive, nine-speed automatic transmission, the engine is unstressed around town and capable of brisk passing maneuvers. Unlike some recent GM models, the Traverse uses a traditional gear selector.

The ride is controlled and

compliant, effectively muting damaged road surfaces and blunting impacts. Despite its large size, the Traverse holds the road well for the class and doesn't feel cumbersome, as one might expect. Sound is muffled, with road noise being particularly well-isolated.

The EPA rates the Traverse at 20 mpg overall, an increase of 3 mpg over the 2017 Traverse. In our initial experience, we've observed 22.5 mpg in mixed driving on the trip computer.

Inside the Cabin

It's easy to get into the cavernous interior, thanks to the Traverse's large doors and a manageable step-up height. The front seats are wide and

accommodating, with ample legroom to spread out.

The MyLink infotainment system takes center stage with its colorful, intuitive screen and abundant, sophisticated features. Android Auto and Apple CarPlay compatibility are standard, enabling seamless smartphone integration.

The second row provides generous legroom, with enough space for an adult to stretch out. Heated seats and climate controls with ceiling vents for the second-row passengers add to the minivan-grade comfort.

When the third row of seats is needed, the second row can slide forward to open up space for passengers in the wayback. With that adjustment, the rear seat can readily fit a couple of average-sized adults.

There's a fair bit of cargo space behind the raised seats. Lowering the split-fold third row opens up enough storage to shop at a warehouse store. And there's some hidden underfloor storage as well.

The Michigan-built Traverse is a promising, road-trip-ready SUV with the features, accommodations, and driving manners to satisfy families. It's an improvement over the well-liked outgoing model, and it looks competitive in a tough segment.



Price \$51,570 Engine 310-hp, 3.6-liter V6 Transmission 9-speed automatic Drive wheels All

Volkswagen Tiguan

Roomy, functional, and feature-packed, the redesigned SUV aims to please the mainstream

AT FIRST GLANCE, the all-new 2018 Volkswagen Tiguan is a roomy and pleasant SUV that checks all the right boxes for us. But even after 2,000 initial miles, some questions remain: Does it still have the youthful demeanor we've always liked? Or has this compact SUV grown up too much, in look and feel as well as in price and size?

To find out, we bought an SE with 4Motion all-wheel drive for \$31,645, with the main option being the striking Habanero Orange paint for \$295. Pricing starts at \$25,345 for the front-drive S trim and rises to the upper \$30,000s for a loaded SEL version with AWD. The SE comes standard with forward-collision warning and automatic emergency braking.

Driving Impressions

On the road, the new Tiguan is easygoing and user-friendly. The engine and transmission provide prompt responses when you hit the gas pedal, but don't expect any breathtaking power. The eight-speed automatic is okay, but it suffers from a few hiccups in stop-and-go traffic. The engine's stop-start isn't the smoothest, either, but you can easily turn it off with a button. When you select Sport mode, the accelerator reacts a little faster and the steering firms up a bit.

Though the Tiguan is enjoyable enough to drive, it doesn't offer VW GTI levels of handling. Unlike the previous version, the new Tiguan is not among the sportiest small SUVs, falling behind its main rivals, the Ford Escape and Mazda CX-5.

Volkswagen Tiguan comes with a new 184-hp, 2.0-liter turbo four-cylinder mated to an eight-speed automatic. That's 16 fewer horses than in the old Tiguan, but torque has been increased, and that means more power when you initially accelerate. Undoubtedly, most



drivers will appreciate that the new engine runs on regular gas rather than on premium, which the last Tiguan required. We measured 25 mpg overall, which is commendable.

The ride is comfortable and controlled, with an ability to absorb all types of broken pavement quite well. It's usually quiet inside the cabin, but a coarse engine sound can intrude when it's pushed.

Inside the Cabin

Inside is where the new Tiguan really shines. The seats are comfortable and supportive, and fit a wide variety of driver shapes and sizes. Interior quality is a notch above most of its competitors.

Controls are straightforward and easy to use, including the infotainment touch screen, which is uncluttered and responds quickly. Some labels appear next to their icons as your hand approaches the screen, but that's not a huge distraction. It's also intuitive to interact with the system by using buttons on the steering wheel. For tech lovers, the new Tiguan packs in all the latest in smartphone connectivity, including standard Android Auto and Apple CarPlay.

The new Tiguan is one of the largest compact SUVs,



stretching 185 inches—a whopping 11 inches longer than the previous model. That's also 2 inches longer than the Chevrolet Equinox and 4 inches more than the Honda CR-V. The added length allows the new Tiguan to include a standard third-row seat on front-wheel-drive versions (it's optional on AWD Tiguan).

The second row is very roomy, but the third row is tiny. Getting to the wayback is helped by an easy-to-reach lever that also allows the second row to recline and slide.

Thoughtful touches include

bottle holders built into all doors, a dedicated place under the cargo floor to store the retractable cargo cover, and the ability to lower sections of the second row using levers in the cargo hold.

Clearly, the new Tiguan is very functional, roomy, and easy to live with, qualities that give it a better chance of resonating with most compact SUV shoppers than the old version did. For VW loyalists, though, the new Tiguan may be a bit too straightlaced, having traded sportiness and cheerful looks for more mainstream virtues.



Price \$31,645 **Engine** 184-hp, 2.0-liter turbocharged 4-cylinder **Transmission** 8-speed automatic **Drive wheels** All

Subaru Crosstrek

Small car is transformed into a refined pseudo-SUV with rugged looks

SUBARU HAS AGAIN sprinkled its Outback dust on an Impreza, creating a raised hatchback primed for frugal commutes and spirited weekend adventures. While strikingly similar to the last Crosstrek, the new model is distinguished by a higher level of refinement.

This Crosstrek uses a new structure that brings benefits such as a much more comfortable ride and a significantly quieter cabin.

One would need a tape measure to figure out the incremental gains to the wheelbase, length, and slight drop in height. The Subaru remains instantly recognizable—a good thing given the Crosstrek’s loyal following.

Pricing starts at \$21,795 for the 2.0i base model and rises to \$26,295 for the 2.0i Limited. We purchased a midlevel 2.0i Premium, adding a continuously variable transmission (CVT) and an EyeSight Driver-Assist package, with forward-collision warning, automatic emergency braking, lane-departure warning, lane-keeping assist, and blind-spot warning. Our total price was \$25,905.

We remain fans of EyeSight, though this camera-based system has its limitations when visibility is a concern, such as in heavy rain—often when you need help the most. EyeSight is optional on all trims except the base Crosstrek.

Driving Impressions

We’ve been impressed by the Crosstrek’s cushy and steady ride, which is much better than its prime competitors’. While handling is responsive, the Subaru is less frisky than the Mazda CX-3 or Toyota C-HR.

The 2.0-liter four-cylinder has been revised, gaining 4 hp for a new peak of 152 hp. It is enough power to provide decent pace, but it won’t set anyone’s heart on fire.

The CVT mimics a traditional automatic transmission’s programmed steps to mask the sudden revving and buzzy sewing-machine sensation that often comes with continuously variable transmissions. A six-speed manual is available.

If you’re inclined to venture off-road, the Crosstrek’s 8.7 inches of ground clearance means it won’t have any trouble tackling a muddy trail.

Inside the Cabin

Access is painless, with generously sized doors, an easy step-over height, and an elevated stance. The front seats are comfortable, but lower-back support is compromised due to the lack of lumbar adjustment.

The controls are refreshingly simple to use, and the gauges are super-clear. The upper screen in the center of the dash provides a range of information, including fuel economy stats, but the busy display provides almost too much information to interpret while driving.

The infotainment system on Base and Premium trims uses



a 6.5-inch screen, and the Limited has an 8-inch screen. All are compatible with Android Auto and Apple CarPlay.

Rear access requires some ducking due to the curved roof, but once inside the Crosstrek has a rather livable backseat, even for taller adults.

The cargo space is relatively generous, giving good space for shopping bags and road-trip gear—although not as much room as the Forester.

This more refined Crosstrek provides a compelling alternative to a larger SUV for drivers who don’t need more room.

TESTED CAR

Price \$25,905 Engine 152-hp, 2.0-liter 4-cylinder
Transmission Continuously variable (CVT)
Drive wheels All



Volvo XC60

While it dazzles with an elegant interior, a stiff ride and distracting controls mar the experience

THE ALL-NEW XC60 is an evolution of both Volvo's three-row XC90 SUV and S90 sedan—models that signaled the brand's rebirth under new ownership. This newest model brings continued improvements to cabin quietness, interior space, and the Pilot Assist driver-assistance system.

The new XC60 has a roomy, well-appointed interior that stands out in the class. However, for a brand that built its reputation on safety, Volvo's distracting infotainment system means drivers will have to rely on the standard advanced safety features more than they should.

We bought an XC60 T5 Momentum, which starts at \$41,500. With some safety and convenience options, the total price came to \$50,040.

Driving Impressions

Volvo's redesign of the XC60 addressed many of its predecessor's shortcomings. It is quite comfortable to rack up the highway miles, thanks to the comfortable seats. It's no problem as long as the highway is smooth, but the suspension transmits to the occupants.

While the old XC60 wasn't exactly sporty—because of its clunky handling—the new version is slightly better, with competent and secure handling, although the steering is vague.

The XC60 features the updated Pilot Assist II driver-assistance technology. Its improved capabilities include being better able to judge where the SUV should be between lane markings and how it responds as vehicles in front change lanes and exit/enter the highway. During traffic snarls the adaptive cruise control can slow and stop the XC60, then resume progress all on its own.

Power comes from a 2.0-liter, turbocharged four-cylinder engine. So far, most CR test



drivers have been pleased with this engine's performance, and the eight-speed automatic is smooth, apart from occasional hiccups at low speeds. We've also found the engine to be less noisy than the gruff and raspy turbocharged and supercharged engine in our XC90 T6.

Inside the Cabin

The XC60 is among the largest compact luxury SUVs, and the front and rear cabins feel roomy—a big improvement over the old version. Now, rear-seat passengers have plenty of space, and five adults can sit comfortably for short trips. There is adequate cargo room for a family of four to take a week-long road trip. The slick and sturdy cargo cover can

be set at one of two different height levels, depending on how much gear you bring.

Once you climb inside, you find that the XC60 is no scaled-down, cheaper, and cut-rate version of the XC90. Rather, the goodness from that larger, premium model carries over. Materials are on par with the competition, if not richer. Primary controls are all within reach of the driver, and most of us have had no problem finding a comfortable seating position.

One of the biggest changes from the old Volvo XC60 is the 9-inch touch screen that acts

as the command center for the majority of vehicle functions. This system has a steep—and long—learning curve. But even after practice its menu structure will continue to frustrate, as will the convoluted logic that dictates where certain functions are hidden. Performing routine radio and climate tasks requires lots of tapping, swiping, and precious seconds with eyes off the road.

At one point, Volvo was known as THE brand for safety. We're quite happy to see that the XC60 comes equipped with a standard full-speed-range (starting at 2.5 mph) automatic emergency braking system. But we're surprised to see that blind-spot warning and rear cross-traffic warning are only optional. The XC60's distracting control system only highlights the need for these advanced safety features.

The new XC60 faces tough competition from the all-new BMW X3, as well as the high-scoring Audi Q5, Lexus NX, and Mercedes-Benz GLC. Check back at CR.org to see how the XC60 performs in our evaluations.

**TESTED
CAR**

Price \$50,040 **Engine** 250-hp, 2.0-liter turbocharged 4-cylinder **Transmission** 8-speed automatic **Drive wheels** All



Ask Our Experts

How best to warm up your car in the morning, how people know whether the car in front of them is automatically braking, and whether all-wheel drive is useful or just a gimmick.

Q. If a vehicle activates automatic emergency braking or slows using distance-sensing cruise control, do the brake lights go on?

Yes. When your car's automatic emergency braking system activates the brakes, the brake lights go on to alert drivers behind you. And if the adaptive cruise control uses the brakes to slow down the car, the brake lights will be activated.

Q. You have always encouraged people to buy winter tires and not rely on all-wheel drive. Is AWD a gimmick or are there instances when it's useful?

All-wheel drive isn't a gimmick, but many drivers feel it gives them a level of invincibility in the snow.

While AWD helps you get going, it doesn't bring any benefit to braking or cornering on slippery surfaces as do winter tires. Yes, AWD will help get you going in snow better than front- or rear-wheel drive, but it will not necessarily help you as much once you're in motion or when trying to stop.

Q. Do you need to let a modern car warm up in the winter?

No. Just getting in and driving

will warm things up much quicker. Start your car, clear off the windows for good visibility, and drive. The quicker your car warms up—by driving—the quicker it will run optimally.

For instance, your emissions systems don't work as well until warmed up. You may want to avoid high revving when the engine is cold.

Q. Is there a way to drive a car with an electronic shifter with the door open, like when you're lining it up to park or use ramps?

Yes. With most cars, even if you open the door and the transmission automatically goes to Park, you can re-engage Drive or Reverse while the door is open.



The Auto Reliability 1-2 Punch

Smart shoppers should wait until a model has proven itself.

► FOR PIONEERING CONSUMERS, nothing beats the thrill of owning something completely new. These early adopters are the ones you see lined up around the block when a next-generation smartphone is released or racing to the dealership when a redesigned or new car model rolls into showrooms.

But the results from our Annual Reliability Surveys have consistently shown that this pioneering spirit is not without consequences and that better things often come to those who wait. Our newest survey of 640,000 vehicles reveals that all-new or updated models are now more likely than older ones to have a wonky engine, a jerky transmission, or high-tech features that fail outright.

The problems often arise when automakers incorporate new technologies into their cars. Over the past decade, for instance, automakers have embraced new transmission technologies in an effort to improve fuel economy, says Anita Lam, associate director of data integration at Consumer Reports. “As more eight- and nine-speed and continuously variable transmissions hit the market, many owners have reported issues with them breaking down or shifting badly,” Lam says. Not all cars that have these transmissions fare poorly, but first-year models that feature them draw an inordinate number of complaints from owners in our survey.

In this year’s survey, some owners of the 2017 Buick LaCrosse’s eight-speed transmission complained about rough shifting, which can make the car lurch. Other recently redesigned models that buyers may want to avoid because of similar transmission problems include the 2015 Acura TLX and the 2016 Hyundai Tucson.

Our survey revealed that infotainment systems are another trouble spot in new or newly redesigned models. These systems provide audio, phone, and navigation functions and connect to smartphones, allowing drivers to make calls and stream music. Our survey showed that owners of first-year models had twice as many complaints about in-car

On the A-List... Or On the Way Out

THE RELIABILITY OF a handful of models has improved enough over the past year to earn them a place on CR’s list of Recommended vehicles. More than twice as many have been knocked off the list, based on declines in their Overall Score. This score reflects a car’s performance in our road tests; results from our reliability and owner satisfaction surveys; the availability of a frontal-crash-prevention system; and, if applicable, results from independent crash tests.

Newly Recommended Models with Improved Reliability

Audi A3, Chrysler Pacifica, Ford F-150, Mercedes-Benz S-Class, Ram 1500, Volkswagen Golf Alltrack, Volkswagen Passat

No Longer Recommended Models with Declining Reliability

Acura MDX, Buick LaCrosse, Cadillac CT6, Cadillac XTS, Chevrolet Camaro, Chevrolet Corvette, Chevrolet Cruze, Chevrolet Equinox, Chrysler 300, GMC Acadia, Hyundai Tucson, Mazda CX-9, Mazda MX-5 Miata, Mercedes-Benz GLC, Nissan Maxima, Porsche Cayenne, Subaru Impreza

electronics as owners of models that had no major changes.

The 2017 Subaru Impreza is one of the starkest examples. The 2016 model was rated as Very Reliable, but after the car was redesigned for the 2017 model year, a full 20 percent of the new version’s owners reported problems with the in-car electronics. These include the rearview camera freezing or having a blank screen, no radio reception, and problems pairing to a smartphone. Another redesigned model with buggy in-car electronics is the GMC Acadia: Owners say that the display screen goes blank and that the rear entertainment system doesn’t always work.

Not surprisingly, entirely new models tend to experience even more growing pains than models that have been updated or refreshed. The new models usually have many more unproven components and engineering approaches, and it can take automakers a couple of years to smooth over the rough spots that appear once these cars are on the road.

Owners of the 2017 Jaguar F-Pace, for instance, complain about problems ranging from a leaking differential to the InControl infotainment system, which can suffer from a frozen screen or fail to start up. Other recent new models that fared poorly in their first year include the 2015 Jeep Renegade (problems with the transmission, in-car electronics, power equipment, and the drive system), the 2016 Tesla Model X (falcon-wing doors and paint and trim, among others), and 2016 Volvo XC90 (in-car electronics, power equipment, brakes, and noises and leaks).

The problems don’t always surface right away and, in a phenomenon we’ve dubbed “the sophomore slump,” might not show up until well into the second year after a new model is introduced.

The Chevrolet Cruze, for example, was redesigned for the 2016 model year and, in last year’s survey, had outstanding first-year reliability. But the 2016 and 2017 models dropped to below average this year because of power equipment, fuel and emission systems,

engine, and transmission problems.

With all the technology and testing available to automakers, it's reasonable to wonder why they can't work out more of the bugs before they roll out a new model. "Car companies test their prototype vehicles, but mass production and a wide range of real-life driving scenarios multiply the number and nature of problems that can arise in a new model," says Jake Fisher, director of auto testing at Consumer Reports.

How The Regions Rank

Here we take a look at how the manufacturers performed, grouped by their

remains below average this year. It is the only model among the two brands, Toyota and Lexus, that had below-average reliability.

Kia continues to make impressive strides, gaining two spots to rank third. The new Niro hybrid debuted as the most reliable new car in the entire survey. Kia's lowest scoring model is the Sportage, which has average reliability.

Subaru had gained five spots to rank sixth this year, despite the below-average reliability of the redesigned Impreza. The BRZ rear-drive sports car, developed alongside the Toyota 86, is the second most reliable new car in the

to have below-average reliability.

Honda improved by one spot this year, with all of its models having average or better reliability. Honda has managed to work out most of the bugs with the Civic's in-car electronics, and those improvements were reflected in the redesigned-for-2017 CR-V, which shares an engine and the infotainment system with the Civic. The CR-V has much-better-than-average reliability right out of the gate. The new Ridgeline pickup had first-year teething issues, resulting in average reliability—down from its predecessor.

Hyundai had dropped three places to rank 10th. The redesigned-for-2017 Elantra compact car had well-above-average reliability, but the problems with the new seven-speed dual-clutch transmission dropped the Tucson compact SUV to below average.

Nissan had a slight gain, with the popular Altima sedan improving to better-than-average and the Pathfinder SUV finally improving to average. These two models were redesigned for 2013, and it took a few years to resolve problems with the continuously variable transmission. The Maxima and Sentra were below average.

Mazda has primarily used a six-speed automatic transmission and normally-aspirated four-cylinder engines in its vehicles. But the redesigned CX-9 has much-below-average reliability, with owners reporting problems with the infotainment system and the new turbo engine. The Miata dropped to below average, with convertible top and manual transmission problems.

Acura took a nosedive this year, dropping to the bottom third of the brand rankings. While the RDX, which was last redesigned in 2013, is above average, the other Acuras were all below average. The problematic nine-speed automatic transmission and infotainment system continue to plague the TLX. This transmission was added to the MDX during its 2016 freshening, and it has been a culprit in dropping the SUVs reliability to below average.



traditional regions. The average reliability score for all the Asian brands is 64; Europe is 50; and the Big 3 domestics and Tesla come in at 38. For all of the models in our survey, the average score is 51.

Volatility For Asia

For the fifth straight year, Toyota brands sit atop the manufacturer rankings for predicted new-car reliability, but other Asia-based manufacturers, including Acura and Mazda, saw their reliability averages take a tumble.

It's worth noting that Toyota's Tacoma pickup is still problematic. It dropped to below-average reliability last year after its 2016 redesign and

survey. Other improvements include the sporty WRX/STi, which went from below-average to average reliability this year. Last year, the Legacy and Outback had some reliability problems surface during their mid-cycle updates, but both models improved this year.

Infiniti is an example of how mature models can carry a brand. Older models such as the Q70 and QX50 continued to be reliable, and they helped Infiniti gain a couple of spots. But the newer Q50 sedan (infotainment problems) and QX60 SUV (CVT problems) have been troublesome since their introduction. Though improvements have been made, these two models continue

How the Brands Stack Up

THERE WAS MUCH movement among car brands as we scrutinized this year's reliability data to see how the numbers compared to our 2016 survey findings. Our brand-level rankings are based on the average Predicted Reliability Score for each brand's model lineup.

Perennially lagging Chrysler is the biggest mover this year, jumping up 10 places, based on just two models: the below-average 300 sedan and the new Pacifica, which was average. While Chrysler remains in the lower half of all brands, that represents a huge improvement. The other FCA brands, including Jeep, Ram, and Dodge, also improved.

Also moving up the reliability spectrum were Volkswagen, up 6 spots, and Subaru, up 5 spots to rank 6th overall, despite the below-average redesigned Impreza. Three brands dropped significantly: Acura, Mazda, and Cadillac. All of these have limited model lineups, so if just one or two models drop in reliability, it can magnify the impact across the brand.

Excluding Volvo, other European brands have performed well. Most GM brands have dropped. Ford moved up slightly, while Lincoln dropped.

Our Predicted Reliability Score is set on a 0-to-100-point scale, with the average rating falling between 41 and 60 points. Better-than-average ratings, or worse-than-average ratings, fall on either side of that range.

Rank Change From 2016	Brand (number of models)	Least Reliable	Range of Reliability Score (brand average in color circle)	Most Reliable
1 ▲1	Toyota (14)	Tacoma	28 — 80 — 90	86
2 ▼1	Lexus (8)	GX	49 — 77 — 90	ES
3 ▲2	Kia (7)	Sportage	52 — 71 — 92	Niro
4 -	Audi (7)	A7	45 — 68 — 87	Q3
5 ▲4	BMW (6)	i3	48 — 62 — 79	2 Series
6 ▲5	Subaru (6)	Impreza	30 — 60 — 90	BRZ
7 ▲1	Infiniti (4)	Q50	35 — 60 — 86	Q70
8 ▼5	Buick (4)	LaCrosse	17 — 59 — 83	Encore
9 ▲1	Honda (6)	Ridgeline	44 — 59 — 83	CR-V
10 ▼3	Hyundai (5)	Tucson	22 — 59 — 81	Elantra
11 ▲2	Nissan (8)	Sentra	33 — 53 — 66	Versa Note
12 ▼6	Mazda (6)	CX-9	20 — 52 — 81	3
13 ▲3	Porsche (3)	Cayenne	20 — 50 — 67	Macan
14 ▲3	Mercedes-Benz (6)	GLC	16 — 47 — 80	E-Class
15 ▲3	Ford (12)	Focus	13 — 45 — 70	Fusion
16 ▲6	Volkswagen (8)	Golf	29 — 44 — 69	Passat
17 ▲10	Chrysler (2)	300	35 — 41 — 48	Pacifica
18 ▼3	Chevrolet (15)	Camaro	16 — 39 — 79	Bolt
19 ▼7	Acura (4)	ILX	20 — 38 — 72	RDX
20 ▲3	Jeep (4)	Renegade	26 — 38 — 53	Cherokee
21 ▲4	Tesla (2)	Model X	7 — 37 — 68	Model S
22 ▼2	Lincoln (3)	MKX	19 — 33 — 54	MKZ
23 ▼4	Volvo (3)	XC90	11 — 33 — 47	V60
24 ▲2	Dodge (5)	Journey	22 — 32 — 47	Grand Caravan
25 ▲4	Ram (3)	3500	18 — 30 — 50	1500
26 ▼2	GMC (7)	Acadia	15 — 28 — 47	Sierra 2500HD
27 ▼6	Cadillac (5)	Escalade	7 — 26 — 35	CTS

ILX owners reported power equipment, steering, and suspension problems.

Europe Stays Steady

Audi remained unchanged from last year's fourth position, with its Q7 SUV and redesigned A4 sedan both having above-average reliability. BMW, gained four spots to join the top five brands this year. All of its models had average or better reliability.

Mercedes-Benz's redesigned 2017 E-Class had better-than-average reliability in its first year, and the S-Class finally improved to average. But the GLC, which was new in 2016, dropped to well-below average. Most notable issues were in the brakes that squeaked badly when reversing, and minor transmission problems with the new nine-speed automatic. While the E-Class also switched to the nine-speed transmission, it seems to have benefited by not being the first model with it.

At Volkswagen, while the Golf family remains below average (aside from the Alltrack, which is average), the Passat improved to better-than-average reliability. The previous-generation Tiguan, now sold as the Tiguan Limited, came in at average.

Volvo remained near the bottom, hurt by the much-worse-than-average XC90, which ranks as the third least reliable model among new vehicles. The problem rate for the XC90's infotainment was the worst in CR's Survey—at 21 percent it's nearly as high as Ford/Lincoln's MyTouch system when it debuted.

Domestic Shakeup

Fiat Chrysler Automobiles: Chrysler gained 10 positions from last year—but it only has two models in its lineup. The all-new Pacifica minivan has average reliability, with some minor transmission issues. Reliability of the 300 has been spotty, dropping to below average this year.

Jeep seems to have worked out the transmission problems that plagued the early years of the Cherokee, but the Grand Cherokee and Renegade remain

Positive First-Year Predictions



2018 Audi Q5



2018 Honda Accord

below average. Still, our data shows marked improvement with these models each year, which is promising.

The only Dodge model that did not have below-average reliability was the Grand Caravan. The Journey is unreliable and uncompetitive in its class. The Charger and Challenger improved over last year, but are still below average. Ram's 1500 pickup had improved to average, but the low standing of the 2500 and 3500 heavy-duty pickups keeps the brand near the bottom.

Fiat would have ranked last, but we only have sufficient data on the 500. Since we require data on at least two models, Fiat is excluded from the ranking.

Ford: The Ford brand gained several spots and ranks 15th. The F-150 pickup improved to average reliability. However, the perennially least-reliable Ford models—the Focus and Fiesta—are still well-below average, with ongoing clutch and transmission problems. Some respondents reported a few problems with the new Sync3 infotainment system in the Fusion. As for Lincoln, the MKZ sedan had average reliability, and the MKC and MKX

SUVs were below average.

General Motors: Overall, GM's brands did not fare well this year, with most of them (aside from Buick) all in the bottom third group.

Even Buick dropped five spots, to eighth this year, with the redesigned LaCrosse debuting with reliability that is well-below average. The much-better-than-average reliability of the Encore, and the better-than-average reliability of the Cascada and Chinese-built Envision all contributed to Buick staying afloat among the top 10.

The new Bolt electric car is Chevrolet's most reliable model with above-average reliability. However the Volt plug-in hybrid remains below average, and the Cruze, which debuted with well-above-average reliability last year, plunged to below average this time around. The Camaro and Corvette sports cars dropped to below average, with complaints about their torque converters. The Colorado and Silverado 1500 pickups, and large truck-based Suburban and Tahoe SUVs, maintain their below-average ratings.

GMC and Cadillac occupy the bottom of the rankings. The Acadia debuted with well-below-average reliability, and is among the 10 least-reliable new vehicles. Aside from some infotainment issues, problems with drive system, power equipment, and climate system were also reported. And GMC's Canyon and 1500 pickups and large truck-based SUVs are still below average.

All of Cadillac's models had below-average reliability, including the new-for-2017 XT5 compact SUV. The Escalade continues to have problems such as failing or rough shifting transmission, and it ranked as the second least reliable new vehicle.

Tesla: For the first time, the Tesla Model S has above-average new-car reliability. But, the Model X remains at well-below average, and it is the least-reliable new car in the Survey.

Other automakers: We do not have sufficient data to rank Alfa Romeo, Jaguar, Genesis, Land Rover, Maserati, Mini, Mitsubishi, or Smart.

Reliability Predictions for Redesigned or Entirely New 2018 Models

TO GIVE A reliability rating to models that are brand new to the market, have been redesigned, or which we have limited data on, our auto experts look at the overall history of how a brand has performed and the reliability of the previous generation of a particular model, if applicable. We also make judgments by looking at similar models or ones that share components. We can't score new or redesigned vehicles on a 0-to-100 scale, but can give them a general reliability rating based on this analysis.

Luxury Midsize SUVs	
BMW X6	↓
Land Rover Discovery	↓↓
Land Rover Range Rover	↓↓
Land Rover Range Rover Sport	↓↓
Maserati Levante	↓↓
Luxury Large SUVs	
Toyota Land Cruiser	↑
Lincoln MKT	↓
Lincoln Navigator	↓
Buick Enclave	↓
Infiniti QX80	↓
Mercedes-Benz GLS	↓↓
Compact Hybrids/Electric Cars	
Hyundai Ioniq	↑
Nissan Leaf	↑
Toyota Mirai	↑
Smart ForTwo	↓
Tesla Model 3	↓
Subcompact Cars	
Toyota Yaris	↑
Toyota Yaris iA	↑
Mitsubishi Mirage	↑
Nissan Versa	↑
Chevrolet Spark	↓
Hyundai Accent	↓
Kia Rio	↓
Compact Cars	
Toyota Corolla iM	↑
Toyota C-HR	↑
Mini Cooper Clubman	↓
Fiat 500L	↓↓
Midsize Cars	
Honda Accord	↑
Toyota Camry	↑
Honda Clarity	↓
Large Cars	
Kia Cadenza	↑
Kia K900	↓
Luxury Entry-Level Cars	
Mercedes-Benz CLA	↓
Luxury Compact Cars	
Buick Regal	↓
Jaguar XE	↓
Alfa Romeo Giulia	↓↓
Luxury Midsize Cars	
BMW 5 Series	↑
Mercedes-Benz CLS	↓
Acura RLX	↓
Cadillac CT6	↓
Jaguar XF	↓
Lincoln Continental	↓
Volvo S90	↓
Maserati Ghibli	↓↓
Ultra-Luxury Cars	
BMW 7 Series	↑
Lexus LS	↑
Audi A8	↓
Genesis G90	↓
Porsche Panamera	↓
Jaguar XJ	↓
Sports/Sporty Cars Over \$40,000	
Audi A5	↑
Audi TT	↑
Lexus LC	↑
BMW 6 Series	↓
Infiniti Q60	↓
Kia Stinger	↓
Mercedes-Benz SL	↓
Mercedes-Benz SLC	↓
Porsche 718 Boxster	↓
Porsche 718 Cayman	↓
Jaguar F-Type	↓
Alfa Romeo 4C	↓↓
Sports/Sporty Cars Under \$40,000	
Nissan Z	↓
Fiat 124	↓↓
Wagons	
Buick Regal TourX	↓
Volvo V90	↓
Minivans	
Honda Odyssey	↓
Full-Sized Pickups	
Ford F-250	↓
Ford F-350	↓
Nissan Titan	↓
Nissan Titan XD	↓
Subcompact SUVs	
Mitsubishi Outlander Sport	↑
Ford EcoSport	↓
Hyundai Kona	↓
Mitsubishi Eclipse Cross	↓
Subcompact SUVs Continued	
Nissan Juke	↓
Nissan Rogue Sport	↓
Subaru Crosstrek	↓
Fiat 500X	↓↓
Compact SUVs	
Mitsubishi Outlander	↑
Chevrolet Equinox	↓
GMC Terrain	↓
Jeep Compass	↓
Volkswagen Tiguan	↓
Midsize SUVs	
Volkswagen Atlas	↓
Large SUVs	
Ford Expedition	↓
Chevrolet Traverse	↓
Nissan Armada	↓
Luxury Entry-Level SUVs	
Infiniti QX30	↓
Mini Cooper Countryman	↓
Jaguar E-Pace	↓↓
Luxury Compact SUVs	
Audi Q5	↑
BMW X3	↓
BMW X4	↓
Volvo XC60	↓
Alfa Romeo Stelvio	↓↓
Land Rover Discovery Sport	↓↓
Land Rover Range Rover Evoque	↓↓
Land Rover Range Rover Velar	↓↓

Our Expert Predictions of Reliability for 2018 Cars

THE CONSUMER REPORTS Annual Auto Reliability Survey is the largest of its kind. This year, we gathered detailed data from our subscribers on more than 640,000 vehicles, taking a deep dive into the many problems that owners experience. We study 17 trouble areas, from nuisances such as squeaks, rattles, and broken interior trim to serious problems such as major engine or transmission repairs. We then weight the severity of each

Subcompact SUVs

Honda HR-V	71
Mazda CX-3	62
Chevrolet Trax	62
Jeep Renegade	26

Compact SUVs

Toyota RAV4	87
Honda CR-V	83
Subaru Forester	81
Nissan Rogue	62
Volkswagen Tiguan Limited	56
Ford Escape	55
Jeep Cherokee	53
Kia Sportage	52
Mazda CX-5	46
Hyundai Tucson	22

Midsized SUVs

Toyota 4Runner	84
Toyota Highlander	83
Hyundai Santa Fe Sport	74
Kia Sorento	60
Hyundai Santa Fe	60
Honda Pilot	59
Nissan Pathfinder	50
Nissan Murano	48
Jeep Wrangler	44
Ford Edge	43
Ford Explorer	41
Jeep Grand Cherokee	28
Dodge Journey	22
Mazda CX-9	20

Large SUVs

Toyota Sequoia	83
Ford Flex	44

Large SUVs Continued

Dodge Durango	36
Chevrolet Tahoe	28
GMC Yukon	28
Chevrolet Suburban	18
GMC Yukon XL	18

Luxury Entry-Level SUVs

Audi Q3	87
Buick Encore	83
BMW X1	59
Mercedes-Benz GLA	55

Luxury Compact SUVs

Lexus NX	80
Infiniti QX50	80
Acura RDX	72
Buick Envision	68
Porsche Macan	67
Cadillac XT5	28
Lincoln MKC	28
Jaguar F-Pace	16
Mercedes-Benz GLC	16

Luxury Midsized SUVs

Audi Q7	78
Lexus RX	73
BMW X5	65
Mercedes-Benz GLE	51
Lexus GX	49
Infiniti QX60	38
Acura MDX	35
Porsche Cayenne	20
Lincoln MKX	19
GMC Acadia	15
Volvo XC90	11
Tesla Model X	7

Luxury Large SUVs

Lexus LX	61
Cadillac Escalade	7

Compact Hybrids/Electric Cars

Kia Niro	92
Toyota Prius V	87
Toyota Prius C	87
Toyota Prius Prime	85
Toyota Prius	85
Chevrolet Bolt	79
Ford C-Max	68
BMW i3	48
Chevrolet Volt	34

Subcompact Cars

Nissan Versa Note	66
Chevrolet Sonic	57
Honda Fit	53
Fiat 500	14
Ford Fiesta	13

Compact Cars

Toyota Corolla	85
Hyundai Elantra	81
Mazda 3	81
Kia Soul	75
Kia Forte	74
Honda Civic	46
Volkswagen Jetta	40
Volkswagen Beetle	38
Nissan Sentra	33
Subaru Impreza	30
Mini Cooper	29
Volkswagen Golf	29
Chevrolet Cruze	23
Ford Focus	13

problem to create a Predicted Reliability Score for each vehicle.

The charts that follow present a Predicted Reliability Score on a 0-to-100-point scale to make it easy to compare models. The average score ranges from 41 to 60, with better than average and worse than average spanning 20 points on either side of that range.

Our predictions for the 2018 models are based on the frequency of problems for

each car for the past three model years, provided that the vehicle wasn't changed significantly in that time.

Note: Predictions for models that have been redesigned or are being introduced for the first time in the 2018 model year, or for those that have limited data, can be found on page 17.

Midsize Cars	
Mazda 6	74
Ford Fusion	70
Volkswagen Passat	69
Kia Optima	65
Nissan Altima	62
Subaru Legacy	61
Hyundai Sonata	60
Chevrolet Malibu	43
Large Cars	
Toyota Avalon	81
Chevrolet Impala	73
Ford Taurus	54
Nissan Maxima	40
Chrysler 300	35
Dodge Charger	33
Luxury Entry-Level Cars	
Audi A3	51
Acura ILX	20
Luxury Compact Cars	
Lexus IS	87
Audi A4	81
BMW 3 Series	72
Volvo S60	41
Mercedes-Benz C-Class	36
Infiniti Q50	35
Cadillac ATS	29
Acura TLX	25
Luxury Midsize Cars	
Lexus ES	90
Lexus GS	88
Infiniti Q70	86
Mercedes-Benz E-Class	80
Genesis G80	60

Luxury Midsize Cars Continued	
Lincoln MKZ	54
Audi A6	51
Audi A7	45
Cadillac CTS	35
Cadillac XTS	31
Buick LaCrosse	17
Ultra-Luxury Cars	
Tesla Model S	68
Mercedes-Benz S-Class	44
Sports/Sporty Cars Over \$40,000	
Lexus RC	85
BMW 2 Series	79
Porsche 911	63
BMW 4 Series	52
Ford Mustang	32
Dodge Challenger	23
Chevrolet Corvette	18
Chevrolet Camaro	16
Sports/Sporty Cars Under \$40,000	
Subaru BRZ	90
Toyota 86	90
Buick Cascada	69
Subaru WRX/STi	42
Volkswagen GTI	33
Mazda MX-5 Miata	31
Wagons	
Audi Allroad	81
Subaru Outback	57
Volkswagen Golf Alltrack	57
Volvo V60	47
Volkswagen Golf SportWagen	32

Minivans	
Kia Sedona	79
Toyota Sienna	70
Ford Transit Connect	63
Chrysler Pacifica	48
Dodge Grand Caravan	47
Compact Pickups	
Nissan Frontier	64
Honda Ridgeline	44
Toyota Tacoma	28
Chevrolet Colorado	25
GMC Canyon	25
Full-Sized Pickups	
Toyota Tundra	85
Ram 1500	50
Ford F-150	47
Chevrolet Silverado 2500HD	47
GMC Sierra 2500HD	47
Chevrolet Silverado 3500HD	42
GMC Sierra 3500HD	42
Chevrolet Silverado 1500	24
GMC Sierra 1500	24
Ram 2500	22
Ram 3500	18

A young girl with blonde pigtails is shown from the side, wearing a dark blue shirt, and is kissing a brown and white bulldog puppy on the cheek. They are inside a car, with the interior of the vehicle visible in the background. The girl's hair is tied in pigtails with blue hair ties. The dog has a white blaze on its face and a black nose. The background shows the car's interior, including the rearview mirror and the back of a seat.

Do-It-All Haulers

Don't make the mistake of ignoring the family-friendly minivan. It's still popular for a number of reasons: It ferries the family—and all its gear—with far more efficiency and comfort than any SUV. Here, we look at the top four minivans.



Toyota Sienna



► WHEN IT COMES TO family transportation, it's hard to beat a minivan for moving your brood and its stuff. And among minivans, the Sienna is a rational choice.

Its long list of strong suits includes a comfortable ride and an energetic powertrain that returns respectable fuel economy: The front-wheel-drive version we tested got 21 mpg. Those looking for all-wheel drive will find that the Sienna is the only game in town. That extra winter traction and peace of mind will sacrifice about 1 mpg and replaces the spare tire with run-flat tires.

However, there's no particular joy in driving the Sienna. Handling falls short of being agile or engaging, even with the sporty SE version. But it's ultimately secure when push comes to shove. Ride comfort, on the other hand, is quite accomplished, absorbing pavement flaws nicely while also keeping the cabin quiet. Plenty of reserve power is available for a quick highway merge or a hill climb. But the transmission isn't exactly a model of smoothness.

You buy a minivan for its practical interior, and the Sienna doesn't disappoint. The cabin is spacious and versatile, with available seating for eight. Fancy top-line Limited versions offer second-row lounge seating, complete with footrests.

Up-to-date connectivity is there for the taking with



Toyota's Entune touch-screen audio system standard. An easy-speak feature utilizes the audio speakers when conversing between front- and third-row passengers. The interior is nicely furnished, with the XLE version having soft-touch materials, contrasting stitches and wood accents, adding some class.

For 2018, forward-collision warning and automatic emergency braking are standard. Blind-spot monitoring is readily available or standard on midgrade trims.

VITAL STATS

79

OVERALL
SCORE

79

ROAD-TEST
SCORE

Price as tested
\$38,424

Trim line XLE

Drivetrain 296-hp, 3.5-liter V6; 8-speed automatic; AWD

Overall fuel economy 21 mpg

Why Buy One

- Roomy, practical, and versatile interior
- Strong reliability history
- The only minivan to offer all-wheel drive
- Quiet interior
- Comfortable ride

Why Not Buy One

- Eight-speed automatic isn't all that smooth-shifting
- Handling agility not a strong point, even for a minivan

BEST VERSION TO GET

The XLE is a good value. You get comfort features, such as heated seats, a larger touch screen, a power tailgate, and three-zone climate control of lower trims, and add a standard moonroof and blind-spot monitoring. If you live where it frequently snows, opt for the AWD version.

Honda Odyssey



► THE ODYSSEY HAS undergone a thorough modernization, which has resulted in a premium-feeling, thoroughly capable family hauler.

An updated 280-hp V6—up 32 hp over last year—is paired with a mostly unobtrusive nine-speed automatic; the top-level Touring and Elite trims get the benefit of an even slicker 10-speed automatic. Regardless of transmission, the engine is well mannered during around-town cruising, with ample reserve power for merging in traffic or climbing hills. Fuel economy has improved to 22 mpg overall.

The Odyssey has a near-luxury ride, absorbing most pavement flaws easily. This plush character comes at the expense of handling, which isn't as sharp as in past Odysseys.

Step inside and you're greeted by an updated cabin, one that stays tranquil except over very coarse pavement.

The front seats are large and inviting, although some staffers felt the bottom cushion was a bit too squishy for optimal long-haul support. The comfortable outboard second-row seats slide not only forward and back but also side-to-side if you remove the small center section. This opens a wider path to access the roomy third-row seats, or the ability to position an infant closer to parents.

Most trims get a new infotainment system that has



colorful graphics, easy customization, and app connectivity, among other features. On the less user-friendly side, the gear selector's confusing button setup is just plain awkward.

Advanced safety systems such as automatic emergency braking and lane-keeping assist are bundled into the Honda Sensing package, which comes standard on all versions except the base LX.

Although the Odyssey has a higher road-test score than the Toyota Sienna, its Overall Score is lower because of its average predicted reliability.

VITAL STATS

76

OVERALL SCORE

82

ROAD-TEST SCORE

Price as tested
\$40,300

Trim line EX-L

Drivetrain 280-hp, 3.5-liter V6; 9-speed automatic; FWD

Overall fuel economy 22 mpg

Why Buy One

- Comfortable ride
- Quiet cabin
- Roomy, flexible interior
- Fuel economy
- Kid-friendly tech

Why Not Buy One

- Unintuitive gear selector
- 9-speed automatic isn't the smoothest

BEST VERSION TO GET

Go for the EX trim because it comes standard with Honda Sensing, which includes forward-collision warning, automatic emergency braking, and lane-keeping assist. EX models also get blind-spot warning, tri-zone climate control, heated front seats and mirrors, and seating for eight.

Chrysler Pacifica



► THE PACIFICA hit the minivan market with style, a roomy and versatile interior, and high levels of technology. In terms of driving dynamics and functionality, it's now every bit as good as the Honda and Toyota vans.

Chrysler's Stow 'n Go second-row seats make it easy to haul bulky or flat cargo. You just have to fold the seats into big storage cubbies hidden in the minivan's floor.

The interior also has tons of storage space and lots of cup holders. Drawers, cubbies, and many thoughtful touches fill the cabin.

The optional Uconnect 8.4 touch-screen infotainment system remains an industry benchmark for being easy to use. An optional dual-screen rear entertainment system along with a collection of USB ports make long-distance travels a breeze.

Driving the Pacifica might make you rethink how nice a minivan can be on a daily basis. This van handles well, tackling corners like a good midsize sedan. The ride is comfortable, with good insulation from road bumps, and the interior stays quiet.

Performance from the strong V6 engine helps to make the Pacifica quick, yet it still returns 21 mpg overall.

The plug-in hybrid version we also tested delivered a stellar 27 mpg overall and can travel 29 miles purely on electric power. A full charge takes 2¼ hours on a 240-volt connection and 12 hours



VITAL STATS

74

OVERALL
SCORE

85

ROAD-TEST
SCORE

Price as tested
\$38,345

Trim line Touring L

Drivetrain 287-hp, 3.6-liter V6; 9-speed automatic; FWD

Overall fuel economy 21 mpg

Why Buy One

- Interior space and flexibility
- Ride quality
- Quietness
- Uconnect 8.4 infotainment system
- Cabin access
- Hybrid's fuel economy
- Optional features

Why Not Buy One

- Is expensive to get advanced safety gear
- Coarse-sounding engine

using a 120-volt power outlet.

But the hybrid seats only seven and isn't available with the handy Stow 'n Go feature. At least the two fixed second-row seats get extra padding, so they're more comfortable than the folding ones.

Advanced safety gear, including forward-collision warning with automatic emergency braking, is available only on the top trims, forcing you to spend almost \$40,000 to get this vital safety equipment.

First-year reliability of the Pacifica is average, allowing us to recommend it.

BEST VERSION TO GET

The Touring L is the best value because it comes with lots of features. However, you have to spring for the more expensive Touring L Plus trim to get forward-collision warning and automatic emergency braking. With any version, upgrade to the Uconnect 8.4 touch screen.

Kia Sedona



► KIA'S SEDONA has a strikingly posh interior that could make the van a terrific people mover—if all people did was sit in it. But, alas, the experience worsens as you pull away from the curb.

Our EX's cabin featured two-tone leather seats with luxurious piping as well as heated front and rear seats. The leather-wrapped steering wheel feels rich, and wood trim completes the loungelike atmosphere.

But the Sedona is ultimately a disappointment.

The biggest letdown is the stiff ride. The rear suspension has a tendency to pound over bumps and reverberate through the cabin.

Navigate through turns or freeway traffic and the vague steering rears its ugly head. Its lack of precision compounds the van's reluctance to change directions, ultimately falling short of its minivan peers.

Fortunately, the 3.3-liter V6 is plenty smooth and powerful, remaining quiet even when pushed hard. Its 20 mpg overall is slightly behind the norm for the class.

Beyond the plush interior, the experience takes a dive. The driving position for both short and tall drivers is marred by a too-prominent, oddly angled footrest.

Visibility is slightly worse than in competing vans, but the backup camera helps. LX and EX models are saddled with a tiny display screen, making reversing a challenge.



The heated second-row seats perform a mechanical ballet that gives plenty of access room to the third row. But they aren't removable, limiting cargo room and preventing the Sedona from providing the traditional open, flat floor of a minivan.

You can get advanced safety systems, including forward-collision warning and automatic emergency braking, on all but the base trim.

In the end, the Sedona's luxury accommodations aren't enough to overcome its limitations.

VITAL STATS

72

OVERALL SCORE

70

ROAD-TEST SCORE

Price as tested
\$34,795

Trim line EX

Drivetrain 276-hp, 3.3-liter V6; 6-speed automatic; front-wheel drive

Overall fuel economy 20 mpg

Why Buy One

- Stylish and eye-catching, inside and out
- Easy access and plenty of room
- Slick engine and transmission combination
- Lots of features available

Why Not Buy One

- Handling lacks agility
- Overly stiff ride
- Too-close dead pedal skews the driver's seating position
- Long reach to the radio, and base radio has tiny touch screen
- Can't remove the second-row seats

BEST VERSION TO GET

Go for the EX and optional forward-collision warning, automatic emergency braking, and blind-spot monitoring systems, as well as lumbar adjustment on the power driver's seat. It isn't worth it to get the SX trim just for its optional audio system with the larger screen.

Roaming the Great Outdoors

These 6 top-scoring midsize SUVs deliver the best bang for your buck. Whether you're exploring vast wildernesses and mountaintop vistas or sports fields and mall parking lots, the three-row SUV has become the go-to transportation option for today's families on the go. Based on our tests, these models stand out from the pack.





Toyota Highlander



► WITH A MANAGEABLE footprint, refined road manners, and strong reliability, the three-row Highlander is a practical, well-rounded SUV.

Most versions come with a punchy 3.5-liter V6 engine coupled with a new eight-speed automatic. In our tests this combination returned 22 mpg overall. The engine delivers ample reserve power, but some shifts are felt as mild jolts.

The Hybrid version uses the same V6 engine and adds a battery pack and electric motors, increasing total system horsepower to 306 and yielding an impressive 25 mpg overall—best among all midsize SUVs. A four-cylinder engine is available only on front-drive versions.

Out on the road, the Highlander corners soundly. Although it lacks the Mazda CX-9's sporty handling, the Highlander is secure and predictable overall. Ride comfort is commendable: The Toyota swallows bumps well and feels steady and composed. Noise levels are kept at bay.

Climb inside the cabin and there's some evidence of cost-cutting, with a bit too much hard plastic. The driver's seat is comfortable. With the three-person, second-row bench seat the Toyota can carry up to eight people. Opting for the roomy captain's chairs gives the interior an airier feel and easier access to the third-row seat, but seating capacity is limited to seven.



The third-row seat is designed with kids in mind. Fold it down for plenty of cargo room; Drop the second-row seat and you get near-cargo van levels of room.

Controls are mostly simple, with large, well-labeled buttons. All trims but the base LE have a large, versatile 8-inch touch screen for the infotainment system, but it can be a far reach for drivers who sit farther back to access.

We like that forward-collision warning and automatic emergency braking are standard across the line.

VITAL STATS

85

 OVERALL
SCORE

82

 ROAD-TEST
SCORE

Price as tested
\$38,941

Trim line XLE

Drivetrain 295-hp, 3.5-liter V6; 8-speed automatic; all-wheel drive

Overall fuel economy 22 mpg

Why Buy One

- Standard advanced safety gear
- Accommodating and spacious interior makes it easy to live with
- Simple controls
- Hybrid delivers excellent fuel economy
- Impressive reliability and resale value

Why Not Buy One

- Eight-speed automatic isn't all that smooth-shifting
- Interior finish is on the cheap side for the price
- Not as quiet as some competitors
- Infotainment system is behind the times; lacks Apple CarPlay and Android Auto

BEST VERSION TO GET

The XLE offers the best balance of features and value. You get the power seats, automatic climate control, larger radio screen, and power tailgate from the LE, and add leather, blind-spot monitoring, a moonroof, and integrated navigation. FCW and AEB are standard.

Kia Sorento



► **THE SORENTO SLOTS** neatly in between small and midsize SUVs. This handy size makes it easy to handle in urban settings and still gives buyers the option of three-row seating. Its pleasant driving experience, family-friendly functionality, and above-average reliability and owner satisfaction ratings place it among our highest-scoring midsize SUVs.

Buyers have a choice of three engines. Our recommendation is the punchy 3.3-liter V6. It delivers its 290 hp in a smooth and effortless fashion, along with an impressive 5,000-pound towing capacity. Opting for the 2.0-liter, four-cylinder turbo engine brings an ample 240 hp, but it has noticeable turbo lag at lower speeds. The 2.4-liter, 185-hp four-cylinder engine is adequate. All versions of the Sorento use a slick-shifting six-speed automatic transmission.

Aim the Sorento toward a corner, and you're greeted with well-weighted steering and a willing nature, but we'd stop short of calling it sporty. Although the handling might not bring a smile to the driver's face, the comfortable ride will keep occupants happy while transmitting only low levels of road and wind noise into the cabin.

The front leather seats on our tested EX model are nicely shaped and supportive. The second-row seat is roomy, but the third row is predictably small—good for



a couple of kids in a pinch. The pathway to get to that back row is narrow, and it is especially cumbersome from the driver's side.

Controls are simple to master. The midgrade EX trim and higher Sorentos come with a large touch-screen infotainment system and standard Android Auto and Apple CarPlay compatibility.

Forward-collision warning and automatic emergency braking come standard only on the top-shelf SX Limited; the features are optional on all other grades except the base L.

VITAL STATS

78

OVERALL
SCORE

84

ROAD-TEST
SCORE

Price as tested
\$37,915

Trim line EX

Drivetrain

290-hp, 3.3-liter V6;
6-speed automatic;
all-wheel drive

**Overall fuel
economy** 21 mpg

Why Buy One

- Quiet cabin and comfortable ride
- Handy size makes the Sorento roomy inside yet easy to maneuver
- Smooth and efficient V6 engine

Why Not Buy One

- Thick rear roof pillars compromise visibility
- Third-row access is difficult and seat is tight
- Forward-collision warning and automatic standard only on top trim

BEST VERSION TO GET

The midlevel EX trim is the sweet spot in the lineup, with lots of features for the money, including an easy-to-use 7-inch infotainment screen with navigation, dual-zone climate control, and a power liftgate. The V6 is the best of the three engine choices.

Hyundai Santa Fe



► THE SANTA FE received a freshening for 2017 and is now available with advanced safety features such as automatic emergency braking and lane-departure warning.

But, new features aside, this is still a roomy and comfortable three-row SUV. It's also one of the most pleasant and well-rounded models on the market.

The quiet interior makes the Santa Fe a superb road-trip companion. A big plus is the compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. Handling is sound and secure. Body lean is kept in check, and turn-in response is prompt. One big plus is that the Santa Fe is one of the less bulky SUVs, which makes it relatively easy to drive or park in urban settings.

The standard 3.3-liter V6 engine delivers plenty of smooth power on tap and is mated to a responsive six-speed automatic—a combination that returned 20 mpg overall in our tests.

Climb inside and you'll find that the Santa Fe has a spacious and accommodating cabin with large, well-shaped front seats. The second-row seat is limolike, and the cargo area is generous. Access is easy through the wide doors.

But the third-row seat is a different story. It isn't intuitive to move the second row to get in the wayback, with a release that is hard to see, is blocked by the roof



pillar, and matches the color of the seat upholstery. After all that hassle, you're still left with a narrow path to the third row. Kids will scamper back just fine, but adults will complain loudly. You'll need something larger—such as a Chevrolet Traverse/GMC Acadia or Dodge Durango—if you need an adult-worthy third-row seat.

The Ultimate trim line comes with captain's chairs, which reduces passenger capacity to six.

At least the cabin is well-finished and the controls are easy to master.

VITAL STATS

75

OVERALL
SCORE

81

ROAD-TEST
SCORE

Price as tested
\$38,290

Trim line SE (V6)

Drivetrain 290-hp, 3.3-liter V6; 6-speed automatic; all-wheel drive

Overall fuel economy 20 mpg

Why Buy One

- Smooth powertrain
- Roomy, versatile cabin
- Easy cabin access
- Straightforward controls
- Long warranty

Why Not Buy One

- Tight third-row seat
- It is difficult to access the third row
- Can't get a sunroof unless you get the top trim with six seats

BEST VERSION TO GET

We'd start with the Limited, which includes a powered liftgate, blind-spot detection and rear cross-traffic alert. You have to step up to the pricey SE Ultimate version to get a sunroof, adaptive cruise control, automatic emergency braking, and lane-departure warning.

Honda Pilot



► WITH A ROOMY interior, the Honda Pilot SUV performs the family-hauling duties of a minivan but doesn't scream "Mom-mobile."

The Pilot's roomy second-row bench seat makes this a perfect vehicle for shepherding the kids around. If you need more room, there's the child-friendly third-row seat. Just slide the second-row seat forward to find a good balance of legroom for everyone who is along for the ride.

Though the front seats are well-padded and supportive, the lumbar adjusts only for pressure, not height. Windows are big and roof pillars are thin, giving a commanding all-around view, even when reversing.

The Pilot uses a convoluted touch-screen infotainment system. Fonts and buttons are large, but finding menus, changing the volume or radio station, or adjusting settings is frustrating.

When it comes to handling, the Pilot maneuvers like an apartment building on wheels. This SUV's cumbersome cornering makes it feel reluctant to turn, and the vague steering chips away at confidence. And the Pilot's braking performance on wet roads trails most competitors.

At least the Pilot delivers a quiet and comfortable ride, smoothing out bumps with grace and composure.

The 3.5-liter V6 engine is a gem, promptly delivering



power. The standard six-speed automatic smoothly swaps gears. Our all-wheel-drive Pilot averaged 20 mpg overall—on par with competing models.

The upmarket Touring and Elite trim levels are saddled with a nine-speed gearbox that's neither smooth nor responsive, and it uses an infuriating and unintuitive push-button shifter. Shoppers should stick with the six-speed.

Advanced crash-prevention tech is available across the lineup, but only the top-level Elite gets blind-spot detection.

BEST VERSION TO GET

The EX-L is the best combination of value and features. Its six-speed automatic avoids the push-button shifter on the nine-speed unit in higher trim levels. It's also the lowest trim level that includes the handy one-touch folding second-row seats. We would also get the Honda Sensing safety equipment.

VITAL STATS

74

OVERALL SCORE

80

ROAD-TEST SCORE

Price as tested
\$39,585

Trim line Touring L

Drivetrain 280-hp, 3.5-liter V6; 6-speed automatic; all-wheel drive

Overall fuel economy 20 mpg

Why Buy One

- Roomy interior
- Good visibility all around
- Easy cabin access
- Smooth powertrain
- Advanced safety gear is widely available

Why Not Buy One

- Clumsy handling
- Infuriating touch-screen infotainment system
- Blind-spot monitor available only on Elite trim
- Unintuitive push-button gear selector on high-end versions

Volkswagen Atlas



► VOLKSWAGEN'S NEW SUV puts the size and functionality Americans want front and center.

This big coach rides comfortably and is a relaxed cruiser, absorbing bumps and ruts with aplomb. The cabin is quiet, with only the occasional wind murmur at highway speeds.

Although it lacks VW's typical sporty character, the Atlas is surprisingly adept at cornering on both winding roads and our track.

The Atlas feels lively in everyday driving, benefitting from the V6 engine's rich torque and the eight-speed automatic's smooth and responsive shifts, but the Atlas is no rocket ship: It trails its competitors in the 0-to-60-mph dash at 8.7 seconds. Fuel economy at 20 mpg overall is par for the course.

Inside the sumptuous cabin are supportive front seats, a roomy middle seat, and an adult-worthy third row.

Honda, take note: The controls are a model of clarity, particularly the intuitive touch-screen infotainment system, with its clear display and big buttons, large onscreen text, and control knobs.

Cabin ambience may seem rather drab and straightlaced, but the material quality and feel of the switches, cubbies, and bins are all half a notch above those of most competitors.

The big SUV trumps most of its competitors in



second- and third-row room. Access to the third row is a snap: By using a lever with just one hand, the second row effortlessly pivots and slides out of the way, opening a large access path. The interior is highly versatile: Fold the second- and third-row seats flat and the Atlas eclipses its competitors in terms of cargo capacity. Towing capacity is a generous 5,000 pounds.

Advanced safety features such as forward-collision warning and automatic emergency braking are widely available and can be had starting with the SE trim.

VITAL STATS

68

OVERALL
SCORE

84

ROAD-TEST
SCORE

Price as tested
\$44,165

Trim line SEL

Drivetrain 276-hp, 3.6-liter V6; 8-speed automatic; all-wheel drive

Overall fuel economy 20 mpg

Why Buy One

- Generous accommodations
- Third-row-seat comfort and access
- More nimble than its size suggests
- Very quiet interior
- Easy-to-use controls

Why Not Buy One

- Acceleration trails competitors
- Spotty Volkswagen reliability

BEST VERSION TO GET

The SE model with the Technology package delivers most of what shoppers want and lands in the mid-\$30,000s. It includes FCW and AEB, an 8-inch touch screen, and heated mirrors and front seats. The SEL adds a panoramic sunroof, front and rear parking sensors, and other comfort features.

Mazda CX-9



► THE MAZDA CX-9 is a compelling alternative in the midsize, three-row SUV field, thanks to agile handling and a quiet interior. Think of it as an SUV for people who don't just want to cart their kids around town but also want to enjoy the drive while they're at it.

The CX-9 is offered only with a turbocharged four-cylinder engine, rather than a V6 like its competitors. Nonetheless, this engine puts out more torque than its peers do, making the CX-9 feel fleet-footed and responsive in everyday driving, aided by a smooth six-speed automatic. At 22 mpg overall, the CX-9 is one of the more fuel-efficient models in the class.

This family hauler not only feels eager through corners but also shrugs off bumps with aplomb, particularly on the standard 18-inch tires. The CX-9's cabin is well-hushed, though the engine can sound a bit gravelly when pushed hard.

Inside, the CX-9 looks plusher than the Honda Pilot and Toyota Highlander, even in our tested midlevel Touring trim. Sadly, the infotainment system fails to impress, with a cumbersome console-mounted controller and tedious logic. And though the front seats are well-padded and nicely shaped to supply good support when exploiting the entertaining handling, the limited adjustments and narrow cockpit compromise comfort.



VITAL STATS

60

OVERALL SCORE

80

ROAD-TEST SCORE

Price as tested
\$40,470

Trim line Touring
Drivetrain 227 hp, 2.5-liter turbocharged 4-cyl.; 6-speed automatic; all-wheel drive

Overall fuel economy 22 mpg

Why Buy One

- Nimble handling
- Effortless power delivery
- Comfortable ride approaches luxury-SUV levels
- Very quiet cabin
- Grand Touring and Signature trims are exceedingly plush

Why Not Buy One

- Cumbersome infotainment system
- Limited front-seat adjustments and narrow driving position
- Engine lacks refinement of V6 competitors
- Not as roomy as some competitors; tight third-row
- First-year reliability

The second row can slide fore and aft to give space to kids in the cramped third row.

Low-speed automatic emergency braking, blind-spot warning, and rear cross-traffic warning are standard for 2018, and the Grand Touring and Signature trims add forward-collision warning, lane-keeping assist, and full-speed automatic braking. Oddly, a panoramic sunroof, ventilated front seats, and a heated steering wheel aren't available at all.

First-year reliability for the CX-9 is below average, which drags down its Overall Score.

BEST VERSION TO GET

Opting for the Touring with the Premium package gives you the best value; it includes a lot of features for about \$40,000. The Grand Touring benefits from added safety features, but spring for the Signature model only if you really want the brown leather or real wood trim.

Ratings & Reference

Standouts, Ratings, Vehicle Profiles, and Road Test, Crash-Test, and Dimensions Data



Standout Models In Every Category

Here we highlight what makes each vehicle category unique, plus we list the top vehicles from our testing in every category, from sedans and sports cars to SUVs and pickup trucks.

Sedans

Compact cars are practical for commuting or zipping around town. Midsize sedans provide the best balance of performance, fuel economy, and practicality. Large sedans provide more space and near-luxury accommodations.

COMPACT \$14,000-\$20,000

PROS

Easy to park and maneuver, fuel economy, practical (especially hatchbacks), space for four people

CONS

Tend to be noisy, some have done poorly in IIHS narrow-offset crash test, slow acceleration, jittery ride

SUBCOMPACT

Best Overall Toyota Yaris iA, Honda Fit, Chevrolet Sonic

COMPACT

Best Overall Toyota Corolla, Kia Forte, Mazda3

Fuel Efficient Toyota Prius, Kia Niro, Kia Forte, Mazda3, Hyundai Elantra, Toyota Corolla, Toyota Corolla iM

Electric cars/Plug-in Hybrids Toyota Prius Prime, Chevrolet Bolt, Ford C-Max

Kia Niro

73

OVERALL
SCORE



MIDSIZE \$22,000-\$33,000

PROS

Comfortable ride, low noise, roomy accommodations, abundant power, space for five people

CONS

Limited cargo flexibility

Best Overall Toyota Camry, Subaru Legacy, Kia Optima, Volkswagen Passat

Fuel Efficient Ford Fusion Hybrid, Hyundai Sonata Hybrid, Toyota Camry, Mazda6

Toyota Camry

87

OVERALL
SCORE



LARGE \$35,000-\$45,000

PROS

Abundant interior room, comfortable seats, composed ride, quiet cabin, large trunk

CONS

Hard to park, lack agility, mediocre fuel economy

Best Overall Chevrolet Impala, Toyota Avalon, Kia Cadenza

Chevrolet Impala

86

OVERALL
SCORE



Luxury Sedans

These cars promise more of everything than mainstream brands do: comfort, quietness, safety, and panache. All of which comes wrapped in glittery bodywork and with richer, more-supple interior materials.

COMPACT \$35,000-\$45,000

PROS

Quietness, power, handling, fit and finish, advanced safety systems

CONS

Expensive to maintain when warranty ends, controls can be complex and distracting, tight rear seats, entry-level models don't deliver much in the way of luxury

Best Overall Audi A4, Audi A3

Fuel Efficient BMW 328d, Audi A4

Fun to Drive BMW 330i, Audi A4

Infiniti Q70

88

OVERALL
SCORE



MIDSIZE \$40,000-\$60,000

PROS

Comfort, roominess, quietness, power, handling, fit and finish, advanced safety systems

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, relatively tight rear seats in some models

Best Overall Infiniti Q70, Lexus GS, Mercedes-Benz E-Class, Lexus ES

Great Value Lexus ES, Genesis G80

Sporty Audi A6, Infiniti Q70, Lexus GS 350, Mercedes-Benz E-Class

Fuel Efficient Lexus ES 300h, Lincoln MKZ Hybrid, Infiniti Q70 Hybrid, BMW 530i

LARGE \$70,000-\$110,000

PROS

Interior room, quietness, power, fit and finish, advanced safety systems

CONS

Fuel economy, expensive to maintain when warranty ends, complex and distracting controls

Best Overall Tesla Model S, BMW 7 Series, Genesis G90, Mercedes-Benz S-Class

Tesla Model S

92

OVERALL
SCORE



Audi A4

85

OVERALL
SCORE



SUVs

Subcompact and compact SUVs blend versatility, passenger space, comfort, and safety features with decent fuel economy. Midsize and large versions bring more cargo and passenger room, including three rows of seats. But fuel economy can suffer. All-wheel drive is usually optional, and often standard, on most SUVs.

SUBCOMPACT/COMPACT \$20,000-\$35,000

PROS

Versatility, easy to park, agility, fuel economy

CONS

Noisy, stiff ride

SUBCOMPACT

Best Overall Honda HR-V, Mazda CX-3

Fuel Efficient Honda HR-V

COMPACT

Best Overall Subaru Forester, Honda CR-V, Toyota RAV4, Mazda CX-5, Nissan Rogue, Kia Sportage

Fuel Efficient Toyota RAV4 Hybrid, Honda CR-V, Subaru Forester 2.5i

Sporty Kia Sportage, Mazda CX-5, Ford Escape

Honda HR-V

67

OVERALL SCORE



MIDSIZE \$30,000-\$40,000

PROS

Versatility, good interior and cargo space, ample power, third-row seat in some, composed ride, quiet cabin

CONS

Can get expensive with options, handling can be clumsy, fuel economy, can be challenging to park three-row versions, rear visibility

Best Overall: Two Row Hyundai Santa Fe Sport, Nissan Murano, Ford Edge

Best Overall: Three Row Toyota Highlander, Kia Sorento, Hyundai Santa Fe, Honda Pilot

Fuel Efficient Toyota Highlander Hybrid, Hyundai Santa Fe Sport

Toyota Highlander Hybrid

87

OVERALL SCORE



LARGE \$40,000-\$60,000

PROS

Versatility, good interior and cargo space, ample power, composed ride, third-row seat, cabin quietness

CONS

High price, mediocre fuel economy at best, handling can be clumsy, challenging to park, rear visibility

Best Overall Toyota Sequoia

Subaru Forester

84

OVERALL SCORE



Luxury SUVs

These models are distinguished by their quiet interiors, leather and wood trim, and abundance of comfort and convenience features. Compact models are alternatives to conventional family sedans, albeit smaller. Midsize and large models add creature comforts, safety gear, and high-tech infotainment features.

COMPACT

\$35,000-\$45,000

PROS

Plush, quiet, agile, quick, easy to park, advanced safety systems

CONS

Ride, tight rear seat, complicated controls, high price, entry-level models deliver less luxury than expected

Best Overall Audi Q3, Porsche Macan, Lexus NX, Audi Q5

Fuel Efficient Lexus NX 300h, BMW X1,

Fun to Drive Audi Q3, Porsche Macan,

MIDSIZE

\$45,000-\$55,000

PROS

Plush accommodations, interior room, quietness, cutting-edge technology

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, costly options packages, spotty reliability

Best Two Row Lexus RX

Best Three Row Audi Q7, BMW X5

Fuel Efficient Lexus RX 450h

Sporty Audi Q7

Audi
Q7

90

OVERALL
SCORE



LARGE

\$60,000-\$80,000

PROS

Luxurious accommodations, interior and cargo room, quietness, cutting-edge technology

CONS

Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, costly options packages, spotty reliability

Best Overall Toyota Land Cruiser

Toyota Land
Cruiser

75

OVERALL
SCORE



Lexus
NX 300h

78

OVERALL
SCORE

Minivans & Wagons

Best for hauling five to eight people.

MINIVANS \$35,000-\$45,000
WAGONS \$25,000-\$40,000

PROS

Minivans seat seven or eight, abundant luggage/cargo space, composed ride, quietness

CONS

Few minivans offer all-wheel drive, minivan image for some buyers, mediocre fuel economy

MINIVANS

Best Overall Toyota Sienna, Honda Odyssey, Chrysler Pacifica

Fuel Efficient Chrysler Pacifica Hybrid

WAGONS

Best Overall Volkswagen Golf Alltrack, Subaru Outback

Toyota Sienna

79

OVERALL SCORE

Sports Cars

The best are quick and agile, with a rewarding driving experience.

PRICE RANGE
\$30,000-\$50,000+

PROS

Fun, fast, agile, stylish

CONS

Impractical, cramped, rough riding noisy, expensive to insure

Best Overall

BMW M240i, Porsche 911

Roadsters

Porsche 718 Boxster, Audi TT

Fun Coupes

Toyota 86, Subaru BRZ, Nissan 370Z

BMW M240i

92

OVERALL SCORE

Pickup Trucks

The best ones are adaptable for work or family duty.

PRICE RANGE
\$35,000-\$50,000+

PROS

Unbeatable hauling and towing capacities, versatility

CONS

Fuel thirsty, bulky size, exposed cargo areas, high cost

Best Compact Pickup

Honda Ridgeline

Best Full-Sized Pickup

Ford F-150, Ram 1500

Fuel-Efficient

Ram 1500 Diesel



Honda Ridgeline

70

OVERALL SCORE





Vehicle Ratings

These charts provide a quick reference guide to all of the vehicles that Consumer Reports has recently tested. At a glance, you can see how each vehicle matches up with its competitors.

Guide to the Charts

► **Price as tested** is the sticker price at the time of purchase of our test vehicle, including an automatic transmission (unless otherwise noted) and typical equipment.

► **Overall Score** accounts for a vehicle's performance in our road tests, results from our reliability and owner satisfaction surveys, the availability of a frontal crash-prevention system, and, if applicable, crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. We also deduct points if a vehicle's shifter lacks fail-safes or is difficult to use. For more information on safety and crash-test performance, see page 186.

► **Survey results** include predicted reliability, our forecast of how well a new car will hold up based on its recent history from our latest Annual Auto Survey. The

survey includes owner satisfaction, which is based on the percentage of subscribers who say they would definitely buy or lease their vehicle again. Reliability and owner satisfaction predictions for new or redesigned models are based on other models from the manufacturer and the history of the previous generation. To learn more on reliability, visit CR.org/reliability.

► **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center, located in central Connecticut.

► **Overall MPG** is the overall miles per gallon a vehicle achieved in Consumer Reports' fuel-economy tests, reflecting a mix of city and highway driving. Highs and lows give a quick summary of a model's notable strengths and weaknesses.

Key to the Ratings

The vehicles are divided by category and ranked according to their Overall Scores. Some models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alternatives to those in a specific category. Recommended vehicles are those that meet Consumer Reports' stringent testing, reliability, and safety standards.

To earn our Recommendation, noted with a , vehicles must perform well in our testing; have average or better reliability; and perform adequately if included in government or industry safety tests. In addition, pickups and SUVs must not have tipped up in the government's rollover test, if evaluated.

Why Some Vehicles Are Not in the Ratings

These models have been redesigned or extensively freshened since our last test, and they are scheduled to be included in future road tests: BMW X3, Buick Enclave and Regal, Chevrolet Traverse, Ford Expedition, Honda Accord, Hyundai Accent, GMC Terrain, Kia Rio, Lexus LS, Lincoln Navigator, Nissan Leaf, Porsche Panamera, and Subaru Crosstrek. For updates, check a future issue of Consumer Reports Cars or CR.org.

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		

CARS: COMPACT ELECTRIC AND HYBRIDS

✓	Toyota Prius Three	\$27,323	77	↑	↑	75	52	Fuel economy, hatchback versatility, ride, reliability, standard AEB.	Rear visibility, acceleration, seat comfort, insubstantial for price, odd shifter and gauges, too easy to turn off DRL.
✓	Chevrolet Bolt Premier	\$43,155	77	↑	↑	76	119 ^①	Long range for an electric car, acceleration, agility, quietness, eligible for tax incentives.	Charging times, brake pedal feel, ride, seat comfort, gear selector.
✓	Toyota Prius Prime Premium	\$29,889	77	↑	↑	74	133 ^① / 50 ^②	Fuel economy, no range anxiety, ride, hatchback versatility, standard AEB.	Complex infotainment screen, 4-seat only, no rear wiper, too easy to turn off DRL.
✓	Ford C-Max Hybrid SE	\$26,685	75	↑	↑	77	37	Fuel economy, ride, handling, quietness, access, utility.	Some controls, grabby brakes, small cargo area.
✓	Ford C-Max Energi	\$34,940	75	↑	↑	77	94 ^① / 37 ^②	Fuel economy, ride, handling, quietness, access, maximizes electric mode.	Grabby brakes, battery robs cargo area.
✓	Toyota Prius V Three	\$28,217	73	↑	↑	73	41	Fuel economy, transmission, rear seat, access, cargo room, ride, reliability.	Acceleration, agility, engine noise, complicated radio, odd shifter and gauges, too easy to turn off DRL.
✓	Kia Niro EX	\$26,805	73	↑	↑	65	43	Fuel economy, controls, cargo versatility, reliability.	Braking, agility, hesitation off the line, front-seat comfort, ride, too easy to turn off DRL.
	Hyundai Ioniq SEL	\$25,035	68	↑	↑	67	52	Fuel economy, controls, cargo versatility, long warranty.	Braking, agility, hesitation off the line, too easy to turn off DRL.
	BMW i3 Giga	\$50,450	66	↓	↓	79	139 ^① / 29 ^②	Energy efficiency, acceleration, agility, reduced range anxiety with optional gasoline engine.	Long trips require frequent fill-ups, seats only four, rear-seat access, cargo space, stingy instrumentation, odd shifter.
	Toyota Prius C Two	\$20,850	66	↑	↑	55	43	Fuel economy, smooth transmission, turning circle, relatively roomy rear seat for two, standard AEB.	Acceleration, ride, noise, driving position, rear visibility, fit and finish.
	Toyota Mirai	\$58,335	65	↑	↑	61	67 ^①	Long range for an EV, relatively quick fill-ups, ride, emits only water vapor, standard AEB.	Only seats 4, clumsy handling, limited hydrogen infrastructure, cargo space, too easy to turn off DRL.
	Chevrolet Volt LT	\$35,890	59	↓	↑	70	105 ^① / 38 ^②	Can be electric without range anxiety, ride, quietness, controls.	Reliability, visibility, tight rear-seat, front-seat comfort, driving position, access.
	Ford Focus Electric	\$40,990	51	↓	↓	76	107 ^①	Fun to drive, handling, ride, instant power delivery, quietness.	Reliability, touchy throttle and brake pedal, battery takes up trunk space, rear seat, limited range.

CARS: SUBCOMPACT

✓	Toyota Yaris iA	\$17,570	68	↑	↓	60	35	Fuel economy, agility, standard front-collision mitigation, standard AEB.	Noise levels, infotainment learning curve, tight rear seat, wet braking, too easy to turn off DRL.
✓	Honda Fit EX	\$19,025	64	↓	↑	67	33	Fuel economy, interior room, versatility, handling, access.	Ride, noise, confusing uplevel audio system.
✓	Chevrolet Sonic LT (1.8L)	\$17,290	63	↓	↓	66	28	Braking, trunk, quick and quiet for class.	Fuel economy, darty steering, narrow driving position, seat comfort.
	Nissan Versa Note SV	\$17,495	62	↑	↓	61	31	Space, access, versatility, fuel economy, controls, reliability.	Driving position, unsupportive front seats, acceleration.
	Nissan Versa SV (sedan)	\$15,490	58	↑	↓	56	32	Fuel economy, rear seat, trunk.	Handling, engine noise, front-seat comfort, fit and finish.
	Toyota Yaris LE	\$17,290	58	↑	↓	47	32	Fuel economy, roomy rear seat, turning circle, standard AEB.	Noise, ride, driving position, front-seat comfort, fit and finish, rear visibility, too easy to turn off DRL.
	Chevrolet Spark 1LT	\$16,660	47	↓	↑	47	33	Easy to park, braking, fuel economy.	Acceleration, ride, noise, seat comfort, driving position.
	Ford Fiesta SE (hatchback, 4-cyl. MT)	\$17,795	43	↓	↓	66	32	Handling, braking, ride, relatively quiet, fuel economy, turning circle.	Reliability, some controls, rear seat, rear visibility, narrow power band, relatively expensive.
	Ford Fiesta SE (sedan, 4-cyl.)	\$16,595	42	↓	↓	64	33	Handling, ride, relatively quiet, fuel economy, turning circle.	Reliability, acceleration, rear seat, some controls, rear visibility.
	Mitsubishi Mirage ES	\$16,050	37	↑	↓	29	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap and insubstantial.

Ratings & Reference ➤ Vehicle Ratings

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		
CARS: SMALL 2-DOOR									
	Mini Cooper (base, AT)	\$27,400	54	⬇️	⬆️	68	31	Handling, fuel economy, thick option list allows personalization.	Reliability, rear seat, some controls, 3-cylinder engine a bit gruff, premium fuel.
	Volkswagen Beetle S 1.8T (AT)	\$22,485	49	⬇️	⬇️	59	27	Cuteness, nostalgia, controls.	Reliability, wind noise, on-limit handling, rear seat, no curtain air bags.
	Fiat 500C Pop (MT)	\$21,000	37	⬇️	⬇️	52	34	Fuel economy, agility, shifter, front access, clever top design.	Reliability, acceleration, ride, driving position, front-seat comfort, rear visibility, trunk.
	Fiat 500 Sport (MT)	\$18,600	32	⬇️	⬇️	54	33	Handling, shifter, fuel economy, front access.	Reliability, IIHS small overlap crash-test results, acceleration, ride, noise, seats, driving position, controls.
CARS: COMPACT									
✓	Toyota Corolla LE	\$20,652	78	⬆️	⬇️	71	32	Ride, fuel economy, interior space, large trunk, secure emergency handling, reliability, value, standard AEB.	Lackluster handling, inconsistent interior quality, too easy to turn off DRL.
✓	Kia Forte LX	\$19,570	78	⬆️	⬇️	80	33	Fuel economy, ride, braking, controls, relatively roomy rear seat.	Agility, low rear seat.
✓	Mazda3 Sport (hatchback, 2.0L, MT)	\$24,040	77	⬆️	⬆️	73	32	Handling, fuel economy, transmission, high-end options, standard AEB.	Ride, noise, rear seat, rear visibility, cumbersome infotainment system.
✓	Mazda3 Sport (2.0L)	\$21,740	76	⬆️	⬆️	72	33	Handling, fuel economy, transmission, high-end options, standard AEB.	Ride, noise, rear seat.
✓	Kia Soul Plus	\$24,115	74	⬆️	⬆️	74	26	Handy size, inexpensive upscale features, access, controls, braking.	Stiff ride, limited cargo room with rear seat up.
✓	Toyota C-HR XLE	\$23,892	72	⬆️	⬆️	64	29	Controls, standard AEB.	Slow acceleration, wind noise, rear visibility, rear access, unsupportive seat, too easy to turn off DRL.
✓	Toyota Corolla iM	\$19,995	71	⬆️	⬇️	64	31	Agility, fuel economy, hatchback versatility, well-equipped for price, standard AEB.	Acceleration, engine noise, rear seat, rear visibility, lacks common options.
✓	Hyundai Elantra SEL	\$20,090	70	⬆️	⬆️	66	33	Relatively roomy, easy controls, fuel economy, long warranty, reliability.	Engine noise, ride, front-seat comfort, too easy to turn off DRL.
	Honda Civic LX	\$20,275	67	⬇️	⬆️	76	32	Fuel economy, ride, handling, interior storage.	Awkward access, front seat comfort.
	Honda Civic EX-T	\$23,035	66	⬇️	⬆️	75	31	Fuel economy, ride, handling, interior storage.	Awkward access, front-seat comfort, complicated infotainment for EX and higher trims.
	Volkswagen Jetta SE (1.4T)	\$21,235	66	⬇️	⬇️	79	32	Agility, acceleration, refined engine, fuel economy, rear seat, large trunk, visibility.	Reliability, lackluster interior finish.
	Subaru Impreza Premium	\$23,410	66	⬇️	⬆️	85	30	Ride, braking, fuel economy, relatively roomy interior, controls.	Reliability, front-seat comfort.
	Volkswagen Golf SE (1.8T)	\$25,315	63	⬇️	⬆️	82	28	Ride, handling, quietness, braking, easy infotainment system, hatchback versatility.	Reliability.
	Chevrolet Cruze LT (1.4T)	\$23,145	57	⬇️	⬇️	77	30	Ride, quietness, fuel economy, among roomiest in class.	Reliability, front seat support, rear visibility.
	Chevrolet Cruze LT (diesel)	\$27,395	56	⬇️	⬇️	75	41	Fuel economy, ride, quietness, among roomiest in class.	Reliability, front seat support, rear visibility.
	Mini Clubman Base (1.5T)	\$31,550	54	⬇️	⬆️	67	28	Handling, roomier than any other Mini.	Reliability, ride, noise, visibility, controls have a learning curve.
	Nissan Sentra SV	\$20,125	51	⬇️	⬇️	62	31	Braking, fuel economy, spacious rear seat, access, lots of features for the money	Reliability, ride, noise, fit and finish, front-seat comfort.
	Ford Focus SE (2.0L)	\$20,485	45	⬇️	⬇️	67	29	Agility, ride, quietness.	Reliability, Snug interior, transmission causes low-speed vibration.
	Ford Focus SE (1.0T)	\$21,455	43	⬇️	⬇️	62	29	Agility, ride, quietness.	Reliability, Snug interior, slow acceleration without any fuel-economy benefit.
	Fiat 500L	\$24,595	30	⬇️	⬇️	50	27	Roomy interior, handy size, access.	Reliability, IIHS small overlap crash-test results, stiff ride, touchy brake pedal, front seats, driving position.

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		

CARS: MIDSIZED

✓	Toyota Camry LE (4-cyl.)	\$26,364	87	↑	↑	86	32	Fuel economy, braking, controls, standard AEB.	High-rpm engine noise, transmission refinement, low stance hurts access, too easy to cancel DRL.
✓	Subaru Legacy 2.5i Premium	\$24,837	81	↑	↑	89	26	Ride, handling, braking, transmission, fuel economy, visibility, controls, standard AWD.	Acceleration.
✓	Kia Optima EX (2.4L)	\$25,860	81	↑	↑	86	28	Roomy interior, seat comfort, controls, braking, fuel economy, lots of equipment for price, reliability.	Too easy to turn off DRL, low dash vents.
✓	Volkswagen Passat SE (1.8T)	\$27,485	80	↑	↓	82	28	Interior room, rear seat, trunk, access, agility, braking, fuel economy, standard AEB.	Transmission refinement at low speeds.
✓	Mazda6 Sport	\$23,590	79	↑	↑	79	32	Fuel economy, agility, transmission, standard AEB.	Noise, ride, snug interior, low dash vents, cumbersome infotainment system.
✓	Ford Fusion Titanium (2.0T)	\$33,180	79	↑	↑	83	22	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, rear seat, small trunk opening.
✓	Ford Fusion SE (1.5T)	\$27,720	78	↑	↑	81	24	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, rear seat, small trunk opening.
✓	Volkswagen Passat SEL Premium (V6)	\$33,720	78	↑	↓	79	23	Ride, handling, acceleration, interior room, rear seat, access, standard AEB.	Fuel economy, premium fuel.
✓	Nissan Altima 3.5 SL	\$31,610	77	↑	↓	80	24	Acceleration, rear seat, controls, standard AEB.	Agility, ride.
✓	Ford Fusion SE Hybrid	\$28,290	77	↑	↑	80	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain.	Visibility, touchy brakes, rear seat, small trunk opening.
✓	Hyundai Sonata Hybrid SE	\$26,950	74	↓	↑	80	39	Fuel economy, ride, spacious interior, rear seat, controls, long warranty.	Low tire grip hurts cornering and braking, too easy to turn off DRL.
✓	Hyundai Sonata SE (2.4L)	\$23,315	73	↓	↑	78	28	Spacious rear seat, ride, transmission, controls, fuel economy, long warranty.	Low tire grip hurts cornering and braking, too easy to turn off DRL.
✓	Nissan Altima 2.5 SV	\$26,890	72	↑	↓	71	29	Rear seat, controls, fuel economy, standard AEB.	Unsettled ride, overly light steering.
	Chevrolet Malibu 1LT (1.5T)	\$26,790	68	↓	↑	80	29	Ride, quietness, controls, fuel economy.	Raspy 1.5-liter turbo, front seat comfort, so-so visibility.
	Chevrolet Malibu Hybrid	\$30,735	68	↓	↑	79	41	Fuel economy, ride, quietness, controls.	Front seat comfort, so-so visibility.

CARS: LARGE

✓	Chevrolet Impala Premier (V6)	\$39,110	86	↑	↑	91	22	Ride, handling, braking, quietness, spacious cabin and trunk, advanced electronic safety features.	Rear visibility.
✓	Kia Cadenza Premium	\$36,945	85	↑	↑	91	24	Acceleration, smooth powertrain, quietness, braking, fuel economy, interior room, controls.	Lacks agility.
✓	Toyota Avalon Limited (V6)	\$42,010	83	↑	↑	80	24	Ride, quietness, acceleration, fuel economy, rear seat, reliability, standard AEB.	Agility, too easy to turn daytime running lights off
	Nissan Maxima Platinum	\$41,995	71	↓	↑	81	25	Acceleration, controls, fit and finish, standard AEB.	Reliability, ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
	Ford Taurus Limited (3.5, V6)	\$37,885	67	↓	↓	72	21	Quietness, trunk space.	Visibility, driving position.
	Chrysler 300 C (V8)	\$45,650	66	↓	↑	84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Reliability.
	Chrysler 300 Limited (V6)	\$38,335	65	↓	↑	83	22	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Reliability.
	Dodge Charger R/T Plus (V8)	\$40,375	65	↓	↑	85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Reliability, visibility, access.
	Dodge Charger SXT (V6)	\$34,510	63	↓	↑	82	22	Transmission, quietness, ride, interior room, feature content.	Reliability, visibility, access.

Ratings & Reference ➤ Vehicle Ratings

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		
CARS: LUXURY ENTRY-LEVEL									
✓	Audi A3 Premium	\$31,495	72	↓	↓	77	27	Handling, feels solid, braking, standard AEB.	Rear seat, some controls, headlights.
	Volkswagen Jetta GLI SE (MT)	\$27,740	63	↓	↓	74	27	Handling, powertrain, rear seat, large trunk.	Reliability, long clutch travel.
	Mercedes-Benz CLA250	\$36,500	56	↓	↓	64	28	Braking, fuel economy, fit and finish, standard AEB.	Ride, noise, cramped interior, uneven power delivery, visibility, access, small trunk opening, unintuitive shifter.
	Acura ILX Premium	\$30,820	44	↓	↓	61	28	Fuel economy.	Reliability, stiff ride, loud cabin, access, controls, overpriced for what you get.
CARS: LUXURY COMPACT									
✓	Audi A4 Premium Plus	\$48,890	85	↑	↑	88	27	Ride, handling, quietness, transmission, fit and finish, front seat comfort, fuel economy, standard AEB.	Controls take getting used to, unintuitive shifter, tight rear seat.
✓	BMW 328d xDrive	\$50,475	79	↑	↓	86	35	Handling, ride, fuel economy, transmission, front seat comfort, fit and finish, visibility.	Some controls, diesel-engine noise, shifter.
✓	BMW 330i xDrive	\$51,745	78	↑	↓	86	26	Handling, transmission, front-seat comfort, fit and finish, fuel economy.	Some controls, choppy ride, shifter.
	Volvo S60 T5	\$39,925	68	↓	↓	80	25	Transmission, braking, front-seat comfort, standard forward-collision avoidance.	Ride, rear seat, rear visibility.
	Infiniti Q50 3.0t Luxe (AWD)	\$48,775	67	↓	↓	85	22	Acceleration, agility, braking, visibility.	Reliability, cumbersome infotainment system, small trunk.
	Lexus IS 300 (AWD)	\$48,149	67	↑	↓	56	20	Reliability, standard AEB.	Cramped interior and driving position, ride, road noise, lackluster handling, fuel economy, controls, access.
	Mercedes-Benz C300 (4MATIC) ⚠	\$47,560	66	↓	↓	85	26	Ride, handling, acceleration, quietness, fuel economy, front-seat comfort, fit and finish, standard AEB.	Reliability, controls, confusing shifter.
	Acura TLX 2.4L	\$35,920	61	↓	↓	79	27	Powertrain, fuel economy, braking, standard AEB.	Reliability, annoying audio controls, lacks panache.
	Cadillac ATS Luxury (2.0T)	\$43,295	60	↓	↓	79	23	Handling, fun to drive, acceleration, braking, fit and finish, front-seat comfort.	Reliability, CUE, tight interior, small trunk, turbo lacks refinement, access.
	Acura TLX SH-AWD	\$42,345	59	↓	↓	75	25	Acceleration, braking, standard AEB.	Reliability, transmission, annoying audio controls, lacks panache.
	Jaguar XE Premium (25t AWD)	\$47,378	50	↓	↑	69	25	Handling agility, steering.	Tight quarters, seat comfort, controls, interior short on luxury grade.
	Alfa Romeo Giulia Ti (AWD)	\$48,890	48	↓	↑	70	27	Agility, steering, fuel economy.	Controls, tight rear seat, limited driver's seat adjustments.
CARS: LUXURY MIDSIZED									
✓	Infiniti Q70 (V6)	\$53,825	88	↑	↓	90	21	Acceleration, transmission, agility, braking, fit and finish, reliability.	Busy dashboard, overbearing electronic safety aids.
✓	Lexus GS 350	\$58,858	86	↑	↑	83	21	Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability, standard AEB.	Fussy controls.
✓	Lexus ES 350	\$43,702	84	↑	↑	78	25	Acceleration, drivetrain, quietness, fuel economy, front-seat comfort, reliability, standard AEB.	Lackluster handling, controls.
✓	Mercedes-Benz E300 (4MATIC) ⚠	\$69,585	84	↑	↑	85	24	Agility, braking, quietness, front-seat comfort, fit and finish, standard AEB.	Unintuitive controls, tight rear seat, rear access, confusing shifter.
✓	Lexus ES 300h	\$44,017	83	↑	↑	77	36	Fuel economy, hybrid drivetrain, quietness, front-seat comfort, reliability, standard AEB.	Lackluster handling, controls, touchy brake pedal.
✓	Infiniti Q70 Hybrid	\$58,655	83	↑	↓	83	25	Fuel economy, acceleration, fit and finish, reliability.	Abrupt transition between electric and gas modes, touchy brake pedal, trunk.
✓	BMW 530i xDrive	\$65,210	82	↑	↑	94	26	Ride, quietness, transmission, seat comfort, fit and finish, fuel economy.	Some controls may not be intuitive, shifter.

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		

CARS: LUXURY MIDSIZED *Continued*

✓	Genesis G80 3.8 (AWD)	\$52,450	81	↓	↑	89	20	Ride, braking, quietness, plush interior, slick powertrain, standard AEB.	Overzealous lane-keeping assist, gear selector.
✓	Audi A6 3.0 Premium Plus Quattro	\$56,295	80	↓	↑	90	22	Powertrain, handling, ride, quietness, front seat comfort, fit and finish, high-tech features.	Controls take getting used to, turning circle.
✓	Lincoln MKZ 2.0 EcoBoost	\$41,990	79	↓	↑	88	23	Handling, ride, quietness.	Visibility, snug interior, hidden exterior trunk release.
✓	Lincoln MKZ Hybrid	\$41,990	79	↓	↑	88	34	Handling, ride, quietness, fuel economy.	Visibility, snug interior, hidden exterior trunk release.
	Cadillac CT6 Luxury (3.6, AWD)	\$64,485	75	↓	↑	95	22	Agility, ride, braking, quietness, seat comfort, interior room, fit and finish.	Reliability, controls, low dash vents, scant in-cabin storage.
	Lincoln Continental Select (2.7T, AWD)	\$55,590	67	↓	↑	83	20	Ride, quietness, acceleration, braking, interior room.	Confusing gear selector, front-seat comfort, controls.
	Cadillac CTS Luxury (V6, AWD)	\$58,780	64	↓	↓	83	22	Agility, fun to drive, front seats, plush interior, braking.	Reliability, complicated controls, rear seat, trunk.
	Acura RLX Tech	\$55,345	64	↓	↓	75	23	Spacious and plush interior, seat comfort, braking, standard AEB.	Reliability, ride, agility, complicated controls, suspension noise.
	Cadillac XTS Premium	\$57,200	63	↓	↓	82	22	Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission.	Controls, ride not plush enough, visibility, small trunk opening.
	Volvo S90 T6 Momentum (AWD) ⚠	\$61,855	62	↓	↑	73	23	Seat comfort, fit and finish, standard AEB.	Ride comfort, coarse engine noise, unintuitive controls.
	Buick LaCrosse Essence	\$43,225	59	↓	↑	85	24	Ride, quietness, acceleration, braking, roomy interior, infotainment system.	Reliability, confusing gear selector, visibility, agility.
	Jaguar XF Prestige (V6, AWD)	\$66,586	58	↓	↑	83	21	Ride, agility, acceleration, braking, transmission, front-seat comfort.	So-so infotainment system, snug interior, expensive to get advanced safety features, weak A/C.
	Maserati Ghibli S Q4	\$89,010	46	↓	↓	71	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Ride, initial turbo lag, fuel economy, rear seat, access, touchy brake pedal, fussy shifter.

CARS: ULTRA LUXURY

✓	Tesla Model S P85D ⚠	\$127,820	92	↑	↑	100	87	Energy efficiency, acceleration, handling, luggage capacity, optional third-seat, standard forward collision warning.	Limited range, long charging times, access, visibility, controls, reduced ride comfort and quietness with 21-inch tires.
✓	BMW 750i xDrive ⚠	\$110,645	86	↑	↑	99	21	Ride, quietness, powertrain, seat comfort, room, fit and finish, lots of high-tech features, fuel economy.	Narrow trunk, learning curve for controls, unintuitive shifter.
✓	Genesis G90 Premium (3.3T, AWD)	\$71,550	81	↓	↑	89	18	Powertrain, ride, quietness, interior room, standard AEB.	Unintuitive gear selector, low dash vents.
✓	Mercedes-Benz S560 (4MATIC) ⚠	\$114,475	78	↓	↑	96	18	Most comfortable riding car, quietness, acceleration, braking, interior room, seat comfort, fit and finish, standard AEB.	Complicated and distracting controls, price, unintuitive shifter.
✓	Audi A8 4.0T	\$91,275	77	↓	↓	91	21	Handling, acceleration, transmission, braking, seat comfort, quietness, fit and finish, fuel economy, high-tech features.	Controls take getting used to, small trunk.
	Jaguar XJL Portfolio	\$81,575	58	↓	↑	82	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Trunk, some controls, access, rear visibility, unintuitive shifter.

SPORTS/SPORTY CARS Over \$40,000 Equipped with manual transmission

✓	BMW M240i	\$50,400	92	↑	↑	98	25	Acceleration, handling, braking, front-seat comfort, quietness, reliability.	Rear seat room, some controls.
✓	Porsche 911 Carrera S	\$110,630	87	↑	↑	95	23	Acceleration, handling, braking, engine sound, visibility, fit and finish, handy small rear seat.	Ride, noise, access, controls.
✓	Porsche 718 Boxster (base, AT)	\$69,790	83	↓	↑	95	26	Acceleration, handling, braking, fit and finish, quick top-operation that works on the move.	Ride, noise, access, some controls, visibility with closed top.

Ratings & Reference > Vehicle Ratings

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		

SPORTS/SPORTY CARS Over \$40,000 *Continued*

✓	Audi TT 2.0T (AT)	\$50,600	79	↑	↑	84	26	Agility, braking, front seat comfort, fit and finish, hatchback versatility, high-tech features.	Controls take getting used to, ride, access, tiny rear seat.
	Ford Mustang GT Premium (V8)	\$43,295	66	↓	↑	84	19	Handling, acceleration, braking, interior details, exhaust note.	Reliability, rear seat, ride.
	Chevrolet Corvette Stingray 3LT	\$73,260	64	↓	↑	92	20	Acceleration, handling, braking, engine sound, controls, fit and finish, performance for the price.	Reliability, ride, noise, access, visibility, shifter.
	Chevrolet Camaro 2SS (V8)	\$47,020	59	↓	↑	85	20	Acceleration, handling, braking, styling.	Reliability, visibility, tight interior, low dash vents.
	Dodge Challenger R/T Plus (V8)	\$40,860	51	↓	↑	70	20	Braking, exhaust note, infotainment system, habitable rear seat, brawn.	Reliability, ride, noise, visibility, wide-hipped around town.

SPORTS/SPORTY CARS Under \$40,000 Equipped with manual transmission

✓	Subaru BRZ Premium	\$27,117	82	↑	↑	79	30	Driving fun, handling, braking, fuel economy, reliability.	Ride, noise, access, vestigial rear seating.
✓	Toyota 86	\$25,025	81	↑	↑	78	30	Driving fun, handling, braking, fuel economy, reliability.	Ride, noise, access, vestigial rear seating.
✓	Nissan 370Z Touring (coupe)	\$38,565	73	↓	↓	81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access.
	Volkswagen GTI Autobahn	\$31,730	65	↓	↑	82	29	Agility, fuel economy, seat comfort, quiet cabin, hatchback versatility.	Reliability.
	Subaru WRX Premium	\$29,742	65	↓	↑	75	26	Acceleration, cornering grip, braking, four-door practicality, visibility.	Hard ride, constant engine drone, stiff clutch, clunky shifter, turbo lag.
	Mazda MX-5 Miata Club	\$29,905	64	↓	↑	80	34	Agility, shifter, fuel economy, easy manual top.	Reliability, ride, noise, tight quarters, cumbersome infotainment system, access.
	Mini Cooper S	\$29,945	63	↓	↑	81	30	Handling, fuel economy, manual shifter, engine sound.	Reliability, rear seat, some controls, premium fuel.
	Ford Mustang Premium (4-cyl., AT)	\$33,080	61	↓	↑	76	25	Handling, braking, interior details.	Reliability, rear seat, noise, raspy engine sound.
	Buick Cascada Premium	\$37,385	58	↑	↓	53	22	Well-insulated top, opens/closes on the go, seats four, nice details.	Visibility, dated controls, ride, fuel economy, long doors.
	Fiat 124 Spider Lusso	\$29,985	52	↓	↑	76	31	Agility, fuel economy, easy manual top.	Ride, noise, tight quarters, access, cumbersome infotainment system.
	Ford Focus ST	\$28,270	50	↓	↓	74	26	Handling, fun to drive, acceleration, braking.	Reliability, driving position, snug Recaro seats, some torque steer, turning circle.
	Ford Fiesta ST	\$24,985	48	↓	↓	74	29	Handling agility, effortless power delivery, sound, braking, fun-to-drive.	Reliability, ride, snug optional Recaro seats.
	Fiat 500 Abarth	\$26,050	45	↓	↓	66	28	Invigorating exhaust note, agility, braking, fuel economy.	Reliability, noise, ride, driving position, controls, tiny rear seat and cargo area, rear visibility, turning circle.

WAGONS (all-wheel drive)

✓	Volkswagen Golf Alltrack SE	\$32,515	80	↓	↑	89	25	Handling, ride, braking, visibility, fuel economy, controls, solid and substantial feel.	Need top-line SEL for desirable features.
✓	Subaru Outback 3.6R Limited	\$36,835	78	↓	↑	85	22	Ride, visibility, controls, access, practicality, standard AWD.	None.
✓	Subaru Outback 2.5i Premium	\$28,852	76	↓	↑	82	24	Ride, fuel economy, visibility, controls, access, practicality, standard AWD.	Acceleration.
	Volvo V60 Cross Country	\$46,475	66	↓	↓	73	21	Transmission, braking, plush cabin, front-seat comfort, safety features.	Ride, rear visibility, tight rear seat and cargo area, headlights.

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		

MINIVANS

✓	Toyota Sienna XLE (FWD)	\$38,424	79	↑	↑	79	21	Ride, interior space and flexibility, rear seat, reliability, standard AEB.	Transmission smoothness, agility, fit and finish, too easy to turn off DRL.
✓	Honda Odyssey EX-L	\$40,300	76	↓	↑	82	22	Ride, quietness, fuel economy, interior room and flexibility, kid-friendly tech.	Unintuitive gear selector, 9-speed automatic isn't the smoothest.
✓	Chrysler Pacifica Hybrid Platinum	\$48,380	76	↓	↑	88	84 ¹ / 27 ²	Interior space, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy.	Hybrid loses Stow 'n Go seating/cargo flexibility.
✓	Chrysler Pacifica Touring L	\$38,245	74	↓	↑	85	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access.	Coarse-sounding engine.
	Kia Sedona EX	\$34,795	72	↑	↑	70	20	Powertrain, second-row comfort, fit and finish.	Clumsy handling, stiff ride, lacks expected minivan flexibility
	Ford Transit Connect XLT (2.5L)	\$28,015	72	↑	↓	76	21	Interior space, access, front visibility, handling, ride.	Acceleration, difficult to fold seats, wind noise, some controls, fit and finish, sparse on features.
	Dodge Grand Caravan GT	\$37,295	59	↓	↓	72	17	Ride, quietness, foldaway second-row seats, cargo flexibility.	Poor IIHS small overlap crash-test results, fuel economy, cornering limits, unrefined transmission, radio controls.

SUVs: SUBCOMPACTS

✓	Honda HR-V LX	\$22,045	67	↑	↓	66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.
✓	Mazda CX-3 Touring	\$25,800	65	↑	↓	64	28	Handling, fuel economy, upscale features, standard AEB.	Noise, cumbersome infotainment system, tight rear seat and cargo room, visibility.
	Chevrolet Trax LT	\$25,560	56	↑	↓	55	25	Easy to park, decent room within a small footprint.	Acceleration, ride, engine noise, rear visibility, front seats, fussy-to-use touch-screen radio.
	Jeep Renegade Latitude	\$27,525	44	↓	↓	56	24	Styling, upscale features.	Reliability, transmission, ride, visibility, front-seat comfort, grabby brakes, idle vibration.
	Fiat 500X Easy	\$26,600	35	↓	↓	50	23	Maneuverability, upscale features.	Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.

SUVs: COMPACT

✓	Subaru Forester 2.5i Premium	\$27,145	84	↑	↑	85	26	Fuel economy, visibility, braking, roomy interior, access, controls, reliability.	Noise, touchy throttle.
✓	Honda CR-V LX (2.4L)	\$26,245	83	↑	↑	83	27	Fuel economy, roomy interior, access, reliability.	Driver's seat lacks lower back support.
✓	Honda CR-V EX (1.5T)	\$28,935	83	↑	↑	82	28	Fuel economy, roomy interior, access, reliability.	Cumbersome infotainment system on EX and higher trims.
✓	Toyota RAV4 XLE	\$29,014	81	↑	↑	75	24	Transmission, access, roominess, reliability, standard AEB.	Driver's seat lumbar support, too easy to turn off DRL.
✓	Toyota RAV4 Hybrid XLE	\$29,753	81	↑	↑	74	31	Fuel economy, transmission, access, roominess, reliability, standard AEB.	Driver's seat lumbar support, too easy to turn off DRL.
✓	Nissan Rogue SV	\$29,920	73	↑	↓	74	24	Ride, access, spacious interior, optional surround-view camera, available third-row seat, standard AEB.	Engine noise, cloth front-seat lacks support.
✓	Mazda CX-5 Touring	\$29,530	72	↓	↑	80	24	Ride, quietness, handling, standard AEB.	Low-mounted dash vents, complicated infotainment system.
✓	Kia Sportage LX (2.4L)	\$26,720	71	↓	↑	78	23	Handling, powertrain, room, easy controls.	So-so fuel economy, rear visibility.
✓	Ford Escape SE (1.5T)	\$29,630	69	↓	↓	75	23	Agility, quietness, easy to use entertainment system.	Unsupportive cloth seats, flat and low rear seat.
	Volkswagen Tiguan SE	\$31,645	65	↓	↑	84	25	Generous interior, easy controls, access, visibility.	Acceleration, spotty Volkswagen reliability.
	Chevrolet Equinox LT (1.5T)	\$33,730	65	↓	↑	78	25	Interior room, ride, quietness, controls, infotainment system.	So-so acceleration, interior fit and finish.

Ratings & Reference ➤ Vehicle Ratings

Rec.	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		
SUVs: COMPACT <i>Continued</i>									
	Jeep Cherokee Limited (V6)	\$37,525	64	↓	↓	71	21	Quietness, access, rear seat, high-end options.	Transmission, choppy ride, agility, visibility, confusing pricing structure.
	Mitsubishi Outlander SEL (4-cyl.)	\$28,405	63	↑	↓	59	24	Standard third-row seat, access, visibility.	Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers.
	Hyundai Tucson Value (1.6T)	\$28,670	57	↓	↓	79	26	Room, quietness, ride, agility, braking, fuel economy, upscale features, long warranty.	Vibration at low speeds, rear visibility, too easy to turn off DRL.
	Hyundai Tucson SE (2.0L)	\$25,920	56	↓	↓	76	24	Room, ride, agility, braking, upscale features, long warranty.	Acceleration, engine noise, rear visibility, too easy to turn off DRL.
	Jeep Cherokee Latitude (4-cyl.)	\$27,490	55	↓	↓	58	22	Access, rear seat, high-end options.	Transmission, choppy ride, agility, visibility, front-seat comfort, confusing price structure.
	Jeep Compass Latitude	\$30,870	50	↓	↓	56	24	Controls, access.	Feels underpowered, touchy brake pedal, lacks agility, ride, engine noise, rear seat.
SUVs: MIDSIZED									
✓	Toyota Highlander Hybrid Limited	\$50,875	87	↑	↑	85	25	Fuel economy, powertrain, quietness, roomy and versatile interior, access, easy-to-use infotainment system, standard AEB.	Too easy to turn off DRL.
✓	Toyota Highlander XLE (V6)	\$41,169	85	↑	↑	82	22	Spacious interior, simple controls, fuel economy, strong reliability and resale value, standard AEB.	Transmission smoothness, too easy to turn off DRL.
✓	Kia Sorento EX (V6)	\$37,915	78	↓	↑	84	21	Ride, quietness, smooth V6, fuel economy, 3-row seating, easy to maneuver yet roomy.	Rear visibility, tight third-row seat, small infotainment system screen on EX trim.
✓	Hyundai Santa Fe SE (V6)	\$36,290	75	↓	↓	81	20	Powertrain, roomy & versatile cabin, access, controls, long warranty.	Tight third-row with difficult access, too easy to turn off DRL.
✓	Honda Pilot EX-L	\$39,585	74	↓	↑	80	20	Roomy interior, visibility, access, smooth powertrain.	Clumsy handling, touch-screen radio, annoying 9-speed automatic with push button shifter on high-end versions.
✓	Hyundai Santa Fe Sport (4-cyl.)	\$28,370	73	↑	↑	73	23	Roomy interior, fuel economy, transmission, controls, feature content, long warranty.	Rear three-quarters visibility, too easy to turn off DRL.
✓	Nissan Murano SL	\$42,065	72	↓	↑	77	21	Fuel economy, plush interior, access, easy infotainment system, standard AEB.	Visibility, overly light steering, agility, towing capacity.
✓	Ford Edge SEL (2.0 EcoBoost)	\$39,755	71	↓	↑	84	21	Ride, quietness, handling, fuel economy, rear seat and cargo, access, luxury amenities in high-end versions.	Visibility, acceleration.
	Nissan Pathfinder SL	\$40,470	69	↓	↓	72	18	Roominess, controls, access, standard AEB.	Handling, rear visibility, second-row thigh support.
	Volkswagen Atlas SEL (V6)	\$44,165	68	↓	↑	84	20	Accommodations, third-row seat comfort and access, nimbler than size suggests, ride, quietness, controls.	Acceleration trails competition, spotty Volkswagen reliability.
	Toyota 4Runner SR5 (V6)	\$37,425	62	↑	↑	55	18	Off-road ability, power-retractable rear window, reliability.	Handling, ride, driving position, fit and finish, access, turning circle.
	Jeep Grand Cherokee Limited (diesel)	\$49,780	62	↓	↑	84	24	Quietness, ride, fuel economy, off-road and towing capabilities, seat comfort, fit and finish, easy-to-use Uconnect infotainment system.	Reliability.
	Mazda CX-9 Touring	\$40,470	60	↓	↑	80	22	Ride, handling, quietness, fuel economy, high-end versions feel upscale, standard AEB.	Reliability, cumbersome infotainment system, rear visibility, limited seat adjustments, tight driving position.
	Jeep Grand Cherokee Limited (V6)	\$41,375	59	↓	↑	80	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy to use Uconnect system.	Reliability.
	Ford Explorer XLT (V6)	\$39,275	59	↓	↑	71	18	Interior room and flexibility, usable third-row, cabin storage.	Agility, driving position, unrefined transmission.

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		

SUVs: MIDSIZED *Continued*

	Dodge Journey GT (V6)	\$36,975	41			64	16	Ride, quietness, cabin storage.	Reliability, handling, unresponsive transmission, fuel economy, rear visibility, tiny third-row.
	Jeep Wrangler Unlimited Sahara	\$36,340	26			20	17	Powertrain, off-road capability.	Ride, handling, braking, wind noise, access, driving position, seat comfort, visibility, fit and finish.

SUVs: LARGE

	Toyota Sequoia Limited	\$54,005	69			60	15	Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window, standard AEB.	Agility, braking, unsettled ride, high step-in, long reach to some controls, too easy to turn off DRL.
	Dodge Durango GT (V6)	\$43,525	65			83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third row, towing capacity.	Reliability, rear visibility, maneuverability.
	Ford Flex SEL	\$42,155	65			73	18	Ride, quietness, interior room and flexibility.	Lackluster handling, turning circle, rear visibility.
	Nissan Armada Platinum	\$63,020	55			69	14	Smooth and powerful powertrain, quietness, towing capacity, fit and finish.	Agility, unsettled ride, fuel economy.
	Chevrolet Suburban Premier	\$69,790	53			74	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, step-in height, long length to park, feels underpowered.
	Chevrolet Tahoe LT	\$60,100	53			67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height.
	GMC Yukon SLT	\$62,125	53			67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height.
	GMC Yukon XL SLT	\$67,370	49			67	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, step-in height, long length to park, feels underpowered.

SUVs: LUXURY ENTRY-LEVEL

	Audi Q3 Premium Plus	\$40,125	80			77	22	Ride, handling, quietness, fit and finish, reliability.	Tight quarters, narrow driving position.
	Buick Encore Preferred II	\$30,555	73			69	23	Ride, quietness, braking, maneuverability, reliability.	Acceleration, driving position, narrow cabin, rear visibility, value.
	BMW X1 xDrive28i	\$44,745	70			74	26	Fuel economy, transmission, braking.	Road noise, narrow front seats, stiff ride.
	Infiniti QX30 Premium	\$43,745	64			71	25	Fuel economy, fit and finish, handling, braking.	Stiff ride, road noise, cramped interior, visibility, uneven power delivery, some controls.
	Mini Cooper Countryman S	\$39,535	63			82	25	Handling, braking, powertrain, fuel economy, seat comfort, fit and finish, character.	Ride, noise, some controls.
	Mercedes-Benz GLA250	\$42,210	63			70	26	Acceleration, braking, fuel economy, fit and finish, standard AEB.	Ride, noise, uneven power delivery, rear seat, visibility, some controls.

SUVs: LUXURY COMPACT

	Porsche Macan S	\$63,290	80			85	19	Handling, powertrain, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Rear visibility, modest cargo area, stingy standard in-car electronics, lots of buttons.
	Lexus NX 300	\$43,284	78			74	24	Fuel economy, handling, maneuverability, standard AEB.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
	Audi Q5 Premium Plus	\$51,570	78			83	24	Ride, quietness, seat comfort, fuel economy, standard AEB.	Gear selector, controls require a learning curve.
	Lexus NX 300h	\$51,224	76			71	29	Fuel economy, handling, maneuverability, standard AEB.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
	Acura RDX	\$38,990	73			75	22	Acceleration, access, front-seat comfort.	Ride, at-the-limit handling, rear visibility.
	Buick Envision Premium	\$45,380	67			67	21	Simple controls, easy access.	Lacks agility, unsettled ride, spongy brake pedal, wind noise, low dash vents.

Ratings & Reference ➤ Vehicle Ratings

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		
SUVs: LUXURY COMPACT <i>Continued</i>									
	Volvo XC60 T5 Momentum ▲	\$50,040	66	▼	▲	79	23	Seat comfort, fit and finish, braking, standard AEB.	Stiff ride, maddening controls, Volvo reliability.
	Cadillac XT5 Luxury	\$51,025	59	▼	I	76	20	Plush interior, seat comfort, quietness.	Reliability, stiff ride, unintuitive gear selector, visibility.
	Lincoln MKC Reserve	\$46,485	56	▼	I	72	19	Quietness, braking, nicely trimmed interior.	Reliability, unsettled ride, agility, short cruising range, driving position, rear visibility.
	Mercedes-Benz GLC300 ▲	\$49,105	54	▼	▲	81	22	Ride, agility, fit and finish, front seat comfort, standard AEB.	Reliability, controls, engine noise.
	Alfa Romeo Stelvio Ti	\$52,040	51	▼	▲	74	24	Handling, fuel economy, style, character.	Controls, visibility, tight rear, limited seat adjustments, overly touchy brake pedal.
	Jaguar F-Pace Prestige	\$53,895	47	▼	▲	72	20	Agility, acceleration, braking, transmission, rear seat.	Reliability, ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
	Land Rover Discovery Sport HSE	\$49,895	39	▼	I	58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility.
SUVs: LUXURY MIDSIZED									
✓	Audi Q7 Premium Plus	\$68,695	90	▲	▲	96	20	Powertrain, quietness, handling, braking, high-tech features, luxury interior, towing capacity, standard AEB.	Controls take getting used to, rear visibility, shifter.
✓	Lexus RX 450h	\$57,565	82	▲	▲	80	29	Quietness, ride, fuel economy, fit and finish, standard AEB.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
✓	Lexus RX 350	\$51,630	79	▲	▲	77	22	Quietness, ride, fuel economy, fit and finish, standard AEB.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
✓	BMW X5 xDrive35i	\$70,050	76	▲	▲	84	21	Drivetrain, fuel economy, quietness, seat comfort, fit and finish, visibility.	Some controls, shifter.
	Mercedes-Benz GLE350 (ML) ▲	\$56,960	67	I	▲	75	18	Quietness, transmission, front-seat comfort, fit and finish, towing capacity, standard AEB.	Some controls, backup camera only works with radio on.
	Acura MDX Tech	\$51,410	66	▼	I	79	21	Fuel economy, fit and finish, easy third-row access, rear seat, headlights, standard AEB.	Reliability, controls, transmission, agility, suspension noise, rear visibility.
	Lexus GX 460	\$58,428	65	I	▲	70	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing.	Agility, tight third-row seat, side-hinged tailgate.
	Infiniti QX60 (3.5L)	\$51,920	64	▼	▼	79	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera.	Reliability, agility, rear visibility.
	Lincoln MKX (2.7 EcoBoost)	\$54,945	61	▼	▲	87	18	Ride, handling, quietness, acceleration, fit and finish.	Reliability, fuel economy, shifter, small fonts in instrument cluster.
	Volvo XC90 T6 Momentum ▲	\$56,805	58	▼	▲	84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights, standard AEB.	Reliability, stiff ride, unintuitive controls.
	GMC Acadia Denali	\$51,585	57	▼	▲	83	19	Quietness, ride, rear seat room, controls, easy to use infotainment system.	Reliability, fuel economy, missing some common features.
	Porsche Cayenne (V6)	\$63,805	56	▼	▲	78	19	Handling, transmission, fit and finish, towing capacity, headlights.	Reliability, controls, slow start-stop feature, low-speed ride.
	Land Rover Range Rover Sport HSE (3.0L)	\$74,040	52	▼	I	74	18	Handling, acceleration, fit and finish, front visibility, towing and off-road capability, standard AEB.	Stiff ride, fussy shifter.
	Tesla Model X 90D ▲	\$110,700	51	▼	▲	77	92 ¹¹	Acceleration, handling, front-seat comfort, fit and finish, energy consumption, running cost, standard forward-collision warning.	Reliability, limited range, long charging times, fussy doors, ride, wind noise, rear visibility, controls.
	Land Rover Discovery HSE	\$69,260	47	▼	I	71	17	Acceleration, ride, quietness, front seat comfort, fit and finish.	Agility, fuel economy, controls, low rear-seat, third-row access.

	Make & Model	Price	Overall Score	Survey Results		Test Results		Highs	Lows
Rec.		As tested		Predicted reliability	Owner satisfaction	Road-test score	Overall MPG		

SUVs: LUXURY LARGE

✓	Toyota Land Cruiser	\$84,820	75	↑	↑	68	14	Ride, quietness, powertrain, acceleration, fit and finish, front and 2nd row seat comfort, off-road capability, towing capacity, standard AEB.	Fuel economy, agility, tight third-row seat.
	Infiniti QX80	\$63,395	57	↓	↓	68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road, headlights.	Reliability, handling, access.
	Land Rover Range Rover HSE (3.0L)	\$88,545	55	↓	↑	80	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities, standard AEB.	Agility, controls.
	Cadillac Escalade Premium	\$87,360	40	↓	↓	61	16	Quietness, fit and finish, front-seat comfort, towing capacity, headlights.	Reliability, stiff ride, handling, braking, controls, tiny third-row seat.

COMPACT PICKUP TRUCKS

✓	Honda Ridgeline RTL	\$36,480	70	↓	↑	80	20	Ride, quietness, clever in-bed storage and dual-mode tailgate, fuel economy.	Complex optional radio, low towing capacity, rear access, shallow bed.
	Chevrolet Colorado LT (V6)	\$34,300	53	↓	↓	69	18	Maneuverability, towing and payload capacities, damped tail gate.	Reliability, ride, uncomfortable seats and driving position.
	GMC Canyon SLE (V6)	\$35,835	53	↓	↓	69	18	Maneuverability, towing and payload capacities, damped tail gate.	Reliability, ride, uncomfortable seats and driving position.
	Chevrolet Colorado LT (diesel)	\$39,295	51	↓	↓	67	24	Maneuverability, towing and payload capacities, fuel economy, damped tail gate.	Reliability, ride, uncomfortable seats and driving position.
	GMC Canyon SLE (diesel)	\$40,895	51	↓	↓	67	24	Maneuverability, towing and payload capacities, fuel economy, damped tail gate.	Reliability, ride, uncomfortable seats and driving position.
	Toyota Tacoma SR5 (V6)	\$34,364	42	↓	↓	46	19	Fuel economy, resale value, off-road capability, standard AEB.	Reliability, ride, handling, braking, noise, driving position, seat comfort, too easy to turn off DRL.

FULL-SIZED PICKUP TRUCKS

✓	Ford F-150 XLT (3.5 V6 EcoBoost)	\$46,755	71	↓	↑	80	16	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Jittery ride, lackluster handling, braking.
✓	Toyota Tundra SR5 (5.7L V8)	\$38,715	71	↑	↑	63	15	Powertrain, towing, low-effort tailgate, reliability, standard AEB.	Ride, visibility, braking, long reach to some controls, no full-time 4WD, too easy to turn off DRL.
✓	Ford F-150 XLT (2.7 V6 EcoBoost)	\$45,750	70	↓	↑	78	17	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Jittery ride, lackluster handling, braking.
✓	Ram 1500 Big Horn (V6, diesel)	\$49,155	69	↓	↑	82	20	Fuel economy, transmission, ride, quietness, roomy cabin, Uconnect system.	Access, heavy tailgate, diesel gets expensive.
✓	Ram 1500 Big Horn (5.7L V8)	\$42,810	69	↓	↑	81	15	Powertrain, ride, quietness, cabin space, Uconnect system.	Access, heavy rear tailgate.
	Nissan Titan SV (V8)	\$44,370	60	↓	↑	79	16	Acceleration, braking, roomy cab, light tailgate.	Ride, fit and finish.
	Chevrolet Silverado 1500 LT (5.3L V8)	\$42,070	57	↓	↑	80	16	Fuel economy, quietness, relatively good agility, access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	GMC Sierra 1500 SLT (5.3L V8)	\$43,200	57	↓	↑	80	16	Fuel economy, quietness, relatively good agility, access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	Nissan Titan XD SV (V8, diesel)	\$51,075	46	↓	↑	55	15	Kinder and gentler than other HD trucks, towing capacity, light gate, simple controls.	Clumsy handling, stiff ride, high step-in, short rear seat, so-so payload capacity.

User's Guide to Vehicle Profiles

On the following pages, you'll find reviews, key ratings, and information for the 252 vehicles featured in this book, covering nearly all 2018 models. Use these profiles, along with the vehicle ratings (starting on page 34) and our data charts (starting on page 180), to narrow your choices.

1. Recommended Vehicles

These are the vehicles that meet Consumer Reports' stringent testing, reliability, and safety standards. These vehicles must perform well in our testing; have average or better reliability; and perform adequately, if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2. Model-Line Information

Base price is the range of the manufacturer's base suggested retail price (MSRP) without options or destination charge for all versions of the model. An "E" indicates the price is estimated. Models often come in various **body styles** and **trim lines**, which are versions that differ mainly in standard equipment, available options, and price. A dash (—) means that only one trim line was available. Pickup trucks are listed by available cab configurations. **Drive wheels** tells you if the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). **Seating** is the max number of passengers who can be accommodated. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines and transmissions** shows the different drivetrain choices.

4. Facts and Figure

Exterior dimensions are the vehicle's basic measurements. **Length** is measured from bumper to bumper. **Width** is measured from the outermost side of one fender to the opposite fender. **Height** is measured from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% weight front/rear** are measured on our scales. Some data come from manufacturers. **Max load** includes

Reliability
Ratings Key



3. Overall Score

This accounts for a vehicle's performance in our road tests, results from our reliability and owner-satisfaction surveys, the availability of a frontal-crash prevention system, and, if applicable, results from crash tests by government and insurance-industry test facilities. We deduct points from the Overall Score if a vehicle's transmission shifter lacks fail-safes or is difficult to operate. A range of scores indicates that we have tested several vehicles. Untested vehicles will have an NA for overall score.

Predicted reliability is our forecast of how well a model is likely to hold up, derived from CR's latest Annual Auto Survey, which garnered responses on more than 640,000 vehicles.

Owner satisfaction also comes from CR's latest Annual Auto Survey in which we asked owners if they would definitely buy or lease their particular vehicle again.

Road test score is the final tally from our more than 50 tests. Some tests—such as those for acceleration, braking, and fuel economy—are objective, instrumented tests. Subjective tests, which are graded by our experts, evaluate seat comfort, ride quality, and ease of use of controls.

Crash prevention identifies whether a vehicle has frontal-crash prevention features, such as forward-collision warning and automatic emergency braking at city and/or highway speeds. NA means no such system is offered, and Opt. means it's available on some versions, but not necessarily on the one we tested. Models with standard systems are rated from 1 to 5 based on how many of these features are standard.

occupants and luggage, and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo volume** for minivans, SUVs, and wagons is the maximum usable cargo volume, measured using an expandable pipe-frame box that's adjusted to fit the cargo area with rear seats folded down or removed. Data for models with a trunk come from government figures. No volume is given for pickup trucks. **Towing capacity** is the maximum weight our test vehicle can pull on

a trailer or a typical weight. **Fuel** gives the recommended types for all the models' engines. **CR Overall MPG** is the mileage from our tested engines for a mix of city and highway driving, given in a range if there are multiple versions tested. **EPA MPG** is the combined city and highway mileage figures issued by the Environmental Protection Agency for a typical engine if we have not tested that model.

How to Read the Reliability Charts

These charts are based on more than 640,000 vehicles in our 2017 Annual Auto Survey. CR subscribers reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime. Our calculations give extra weight to problems in the areas of engine major, engine cooling, transmission major, and drive system because they can be serious and expensive to repair.

To see how a 2018 or early 2019 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For this Rating, we averaged a model's **Used Car Verdict** for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2018.

Several model years' data are a better predictor than the single most recent model year. One or two years' data may be used if the model was redesigned in 2017 or 2016, or if there were insufficient data for more years. We include a prediction for a new or redesigned model based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the scores in the **Trouble Spots**, which are based on the percentage of respondents who reported problems in each trouble spot compared with the average model that year.

Models that score a 🚩 or 🚩 are not necessarily unreliable, but have a higher rate of problems than the average model. Similarly, models that score a 🟢 are not necessarily problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a 🚩 or 🟢 unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent it

will be assigned a 🟢 or a 🟢 respectively. In the charts, a model year in **bold** identifies the year of a major redesign or the first year of introduction. Years with insufficient data are noted with a column of asterisks (*).

What the Trouble Spots Include

■ **Engine, major** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

■ **Engine, minor** Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.

■ **Engine, cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

■ **Transmission, major** Transmission rebuild or replacement, torque converter, premature clutch replacement.

■ **Transmission, minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

■ **Drive system** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

■ **Fuel system** Check engine light, sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.

■ **Electrical** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.

■ **Climate system** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate

Behind the Reliability Ratings

The chart here shows the average rates of problems in each trouble spot by model year for all vehicles in CR's Annual Auto Survey. This is the basis for the Reliability History charts.

For example, in 2015, 2 percent of vehicles had Power Equipment problems on average. Looking at the Ford Expedition to the left, it scores a 🟢 (Better Than Average), because 1.4 percent of 2015 Expeditions had a problem in this area.

In 2015, the average rate of problems in the In-Car Electronics trouble spot was 3 percent. Since 5 percent of Expeditions were reported to have a problem in this category, it has a score of 🚩 (Much Worse Than Average).

Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due

Average Percent of Cars With a Reported Issue

TROUBLE SPOTS	15	16	17
Engine Major	<1	<1	<1
Engine Minor	<1	<1	<1
Engine Cooling	<1	<1	<1
Transmission Major	<1	<1	<1
Transmission Minor	<1	<1	<1
Drive System	1	1	<1
Fuel System	1	1	<1
Electrical	<1	<1	<1
Climate System	1	1	<1
Suspension	1	1	<1
Brakes	1	1	<1
Exhaust	<1	<1	<1
Paint/Trim	1	1	<1
Noises/Leaks	2	1	1
Body Hardware	1	1	<1
Power Equipment	2	1	1
In-Car Electronics	3	3	2

to mileage. The 2017 models were generally less than six months old at the time of the survey, with an average of about 3,000 miles. Redesignated or newly-introduced model years are in **bold**

control, refrigerant leakage, electrical failure.

■ **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps & hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

■ **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

■ **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.

■ **Paint/trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

■ **Noises/leaks** Squeaks or

rattles, seals, and/or weather stripping, air or water leaks, wind noise.

■ **Body hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.

■ **Power equipment and accessories** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.

■ **In-car electronics** Audio systems, backup camera/sensors, entertainment systems, navigation system, communication system.

Acura ILX



Acura's entry-level compact sedan falls short of bargain-luxury-sedan standards. The sole powertrain is a 2.4-liter four-cylinder and an eight-speed automated manual transmission. Acura failed to address the stiff, jumpy ride, and handling is more mundane than sporty but ultimately secure. Road noise is incessant, and the transmission makes the car hesitate off the line. Once underway, the gearbox feels reluctant to downshift, lugging the engine when you need power. The lack of lumbar support for the driver's seat is another knock, the infotainment system is not very intuitive. Available safety features include automatic emergency braking, blind-spot monitoring, and lane-keep assist. Of note, owner satisfaction among our subscribers is very low.



Base Price: \$27,990-\$34,980
Body Styles: sedan
Trim Lines: Premium, Standard, Tech Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (201 hp)
Transmissions: 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....182
 Width (in.).....71
 Height (in.).....56
 Wheelbase (in.).....105
 Weight (lbs.).....3,095
 % weight front/rear.....64/36
Cargo Measurement
 Max. Load (lbs.).....850
 Cargo Volume, cu.ft.....12
 Towing Capacity (lbs.).....NR

Fuel

Premium
 CR overall mpg.....28

Overall Score	44
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*

USED CAR VERDICTS

Premium
NEW CAR PREDICTION Much worse than average 

Acura MDX



This functional, family-friendly luxury SUV is comfortable, quick, and quiet, with generous space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 is silky smooth and delivers ample acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic is not always smooth or responsive and its push-button shifter is unintuitive to use. We also found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride, and the cabin is quiet. Handling is mundane, but it's ultimately secure. A hybrid version with a seven-speed automated manual is s avaavailable. The AcuraWatch safety system, which includes safety features such as automatic emergency braking and lane-departure warning, is standard.



Base Price: \$44,200-\$58,650
Body Styles: 4-door SUV
Trim Lines: Advance, Base, Hybrid, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 hybrid (321 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....196
 Width (in.).....77
 Height (in.).....67
 Wheelbase (in.).....111
 Weight (lbs.).....4,200
 % weight front/rear.....57/43
Cargo Measurement
 Max. Load (lbs.).....1,175
 Cargo Volume, cu.ft.....34
 Towing Capacity (lbs.).....5,000

Fuel

Premium
 CR overall mpg.....21

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Std./ 

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

Premium
NEW CAR PREDICTION Worse than average 

Acura RDX



✓ Derived from the previous-generation Honda CR-V, the RDX has a more premium feel to compete among compact luxury SUVs. The very smooth and refined V6 gets 22 mpg overall, which is on par with the turbocharged four-cylinder engines found in competing SUVs. Handling is not especially agile, and the ride is a little stiff. We also found that the front wheels can easily spin on wet pavement before the AWD system transfers power to the rear wheels. Despite recent updates, the interior is rather forgettable for an upscale SUV, lacking certain luxury features usually found on competitors. Acura's convoluted dual-screen control system is unintuitive to use. Still, the seats are comfortable and the rear seat is roomy. The AcuraWatch safety package is available on all trims.



Base Price: \$35,800-\$44,000
Body Styles: 4-door SUV
Trim Lines: Advance, Base, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (279 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 184
 Width (in.) 74
 Height (in.) 65
 Wheelbase (in.) 106
 Weight (lbs.) 3,850
 % weight front/rear 59/41
Cargo Measurement
 Max. Load (lbs.) 870
 Cargo Volume, cu.ft. 31.5
 Towing Capacity (lbs.) 1,500

Fuel

Premium
 CR overall mpg 22

Overall Score	73
Predicted Reliability	⬆️
Owner Satisfaction	⚠️
Road Test Score	75
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⚠️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⚠️	⚠️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average ⬆️		

Acura RLX



Acura's flagship falls well short of its competitors and misses some of the key attributes that make up a luxury sedan. The ride is jumpy and unsettled, undermining the car's main mission. Lack of handling agility makes the car feel ungainly. A high point is the responsive 310-hp V6 and six-speed automatic transmission. Our tested front-wheel-drive model averaged 23 mpg overall. The pricey all-wheel-drive hybrid gets an EPA-rated 29 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the overly complicated controls serve as an ergonomics lesson in what not to do. Safety features such as a surround-view camera and cross-traffic alert are available. The RLX has a very low owner satisfaction score from our subscribers.



Base Price: \$54,450-\$65,950
Body Styles: sedan
Trim Lines: Advance, Hybrid
 Advance, Hybrid Tech, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)
Transmissions: 10-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 196
 Width (in.) 74
 Height (in.) 58
 Wheelbase (in.) 112
 Weight (lbs.) 3,930
 % weight front/rear 61/39
Cargo Measurement
 Max. Load (lbs.) 850
 Cargo Volume, cu.ft. 13
 Towing Capacity (lbs.) NR

Fuel

Premium
 CR overall mpg 23

Overall Score	64
Predicted Reliability	⬆️
Owner Satisfaction	⚠️
Road Test Score	75
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬆️		

Acura TLX



The TLX has potential but lacks panache, ultimately falling short of the best luxury compact sedans. It's available with either a four- or a six-cylinder engine, but AWD is available only with the V6. The 2.4-liter uses an eight-speed automated manual that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but it is paired with a nine-speed automatic that shifts roughly. We found the ride quite comfortable and handling to be responsive, although it is not sporty. The cabin is quiet, but the infotainment system is awkward to use and distracting, and rear-seat room is so-so. For 2018 the TLX gets an update, which includes making the AcuraWatch suite of safety equipment standard, an exterior freshening, adding luxury features to the interior, and tweaks to the suspension and steering.



Base Price: \$33,000-\$45,750

Body Styles: sedan

Trim Lines: 2.4L, A-Spec, SH-AWD, V6

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.4-liter 4 (206 hp); 3.5-liter V6 (290 hp)

Transmissions: 9-speed automatic; 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)190
Width (in.)74
Height (in.)57
Wheelbase (in.)109
Weight (lbs.)3,480
% weight front/rear 60/40

Cargo Measurement

Max. Load (lbs.) 850
Cargo Volume, cu.ft.13
Towing Capacity (lbs.) NR

Fuel

Premium
CR overall mpg 25-27

Overall Score	59-61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75-79
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Alfa Romeo 4C



Alfa's 4C is a superlight two-seat, midengine sports car for people who live more for the track than their commute. Though short on creature comforts, the Alfa's high points are style, agility, and sound. The 4C is powered by a 1.7-liter turbo four-cylinder that cranks out 237 hp and uses a dual-clutch, six-speed automated manual that can also be shifted manually via paddles behind the steering wheel. With its featherlike 2,500-pound weight, low center of gravity, and race car-like weight distribution, the 4C is a pure sports car that's fun to drive, with superlative handling and a thrilling exhaust note. However, the unassisted steering requires a high effort at low speeds, visibility is challenging, and access is arduous. A Spider version is available with a removable fabric roof panel.



Base Price: \$55,900-\$65,900

Body Styles: convertible; coupe

Trim Lines: Base

Drive Wheels: Rear

Seating: 2 front

Engines: 1.7-liter 4 turbo (237 hp)

Transmissions: 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)157
Width (in.)74
Height (in.)47
Wheelbase (in.)94
Weight (lbs.)2,465
% weight front/rear 41/59

Cargo Measurement

Max. Load (lbs.) 340
Cargo Volume, cu.ft.4
Towing Capacity (lbs.) NR

Fuel

Premium
EPA combined mpg28

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Alfa Romeo Giulia



The Giulia is Alfa's entry in the compact-luxury-sport-sedan segment. It corners and steers like a sports car, making it fun to drive. The 280-hp, 2.0-liter turbo four is mated to an eight-speed automatic and provides punchy acceleration even in the all-wheel-drive version. Ride comfort is civilized even though it has a firm edge. Fuel economy at 27 mpg overall is one of the best in the class. The interior is attractive with matte wood and nicely textured surfaces but cheap switchgear detracts. The infotainment system is too convoluted and distracting. Seat comfort is compromised by a short cushion and limited range of adjustments. The trunk is small. The top-trim, \$72,000 high-performance Quadrifoglio version uses a 505-hp, 2.9-liter twin-turbo V6 and ups the ante in the sport quotient at the expense of comfort.



Base Price: \$37,995-\$72,000

Body Styles: sedan

Trim Lines: Base, Quadrifoglio, Ti

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (280 hp);
2.9-liter V6 turbo (505 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	111
Weight (lbs.)	3,695
% weight front/rear	52/48

Cargo Measurement

Max. Load (lbs.)	905
Cargo Volume, cu.ft.	12
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	27

Overall Score	48
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	⬇️
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Alfa Romeo Stelvio



The Stelvio is based on Alfa's Giulia sedan. Similarly, it delivers fantastic handling and is fun to drive. That, however, doesn't mean it's fun to live with on a daily basis. Positioned to compete with high-end and sporty SUVs such as the Audi Q5, BMW X3, and Porsche Macan, the Stelvio falls a bit short on the refinement and luxury quotients. The standard powertrain is a punchy 280-hp, 2.0-liter four-cylinder turbo, which returned 24 mpg overall on premium in our tests. The ride is a bit jittery but ultimately absorbent. Among the constant annoyances are a driving position that suffers from limited range of seat adjustability, controls that are not the most user-friendly, and, like in the Giulia, parking sensors are overly sensitive, particularly in urban environments. Rear and side visibility are wanting and the cargo hold is modest.



Base Price: \$41,995-\$75,000E

Body Styles: 4-door SUV

Trim Lines: Base, Quadrifoglio, Sport, Ti

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (280 hp);
2.9-liter V6 turbo (505 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	75
Height (in.)	65
Wheelbase (in.)	111
Weight (lbs.)	4,020
% weight front/rear	51/49

Cargo Measurement

Max. Load (lbs.)	990
Cargo Volume, cu.ft.	26.5
Towing Capacity (lbs.)	3,000

Fuel

Premium	
CR overall mpg	24

Overall Score	51
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	74
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	⬇️
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Audi A3



✓ Audi's A3 is a compelling entry-level luxury car, but it lacks some expected features for its price, and the interior, although well made, feels austere. It's solid and quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make the A3 enjoyable to drive. We tested it with the now-discontinued 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat, however, is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves logical. It's easy to hit \$40,000 with just a few options. A sporty S3 with a 292-hp, 2.0-liter turbo; a convertible; and a hatchback plug-in hybrid are available.



Base Price: \$31,950–\$54,900
Body Styles: 4-door hatchback; convertible; sedan
Trim Lines: Premium, Premium Plus, Prestige, RS 3, S3
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 hybrid (204 hp); 2.0-liter 4 turbo (186 hp); 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp); 2.5-liter 5 turbo (400 hp)
Transmissions: 6-speed sequential; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....175
 Width (in.).....70
 Height (in.).....56
 Wheelbase (in.).....104
 Weight (lbs.).....3,135
 % weight front/rear.....60/40

Cargo Measurement

Max. Load (lbs.).....1,100
 Cargo Volume, cu.ft.....13
 Towing Capacity (lbs.).....NR

Fuel

Premium
 CR overall mpg.....27

Overall Score	72
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	77
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor		1	*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		1

Audi A4



✓ The A4 is our highest-ranking sports sedan, thanks in part to its satisfying driving experience. Power comes from a 2.0-liter turbocharged four-cylinder, mated to a standard seven-speed dual-clutch automatic. The engine is smooth and punchy, and the transmission is slick. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The fully digital instrument panel shows pertinent information in front of the driver in a clear, comprehensive way, and the center screen is compatible with Android Auto and Apple CarPlay. Interior fit and finish is excellent, and the front seats are comfortable, although the rear seat is tight. The A4 has good crash-test results and offers advanced safety features.



Base Price: \$36,000–\$55,800
Body Styles: sedan; wagon
Trim Lines: Premium, Premium Plus, Prestige, S4
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (190 hp); 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (354 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....186
 Width (in.).....73
 Height (in.).....56
 Wheelbase (in.).....111
 Weight (lbs.).....3,630
 % weight front/rear.....56/44

Cargo Measurement

Max. Load (lbs.).....1,060
 Cargo Volume, cu.ft.....13
 Towing Capacity (lbs.).....NR

Fuel

Premium
 CR overall mpg.....27

Overall Score	85
Predicted Reliability	
Owner Satisfaction	
Road Test Score	88
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Audi A5



The 2018 A5 has been redesigned, based on the new A4. In addition to the coupe and convertible versions, the A5 is now available as an A7-like four-door hatch called the Sportback. The A5 gets a 252-hp, 2.0-liter turbo four-cylinder matched to a seven-speed dual-clutch automatic. More powerful S5 versions are powered by a 354-hp, 3.0-liter turbo V6 mated to an eight-speed automatic. All-wheel drive is standard. Standard safety equipment includes forward-collision warning with automatic braking. We found the A4 drives well, with nimble handling and a firm yet supple ride, and expect the A5 to behave similarly. The convertible's insulated soft top can be operated up to 30 mph. Based on our experience with the A4 and Q7, the controls require a learning curve, but prove logical with familiarity. The gear selector, however, is not intuitive to use.



Base Price: \$42,800–\$66,700

Body Styles: 4-door hatchback; convertible; coupe

Trim Lines: 3.0T, Premium, Premium Plus, Prestige, S5

Drive Wheels: AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (354 hp)

Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	73
Height (in.)	54
Wheelbase (in.)	109
Weight (lbs.)	3,550
% weight front/rear	NA
Cargo Measurement	
Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	12
Towing Capacity (lbs.)	NR

Fuel

Premium	
EPA combined mpg	27

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	
NEW CAR PREDICTION	Better than average ⬆		

Audi A6



✓ Audi's A6 has a comfortable ride and agile handling, strong performance, great seats, and excellent fit and finish. It's one of our highest ranked sedans and is a perfect long-distance cruiser with a whisper quiet, roomy cabin. The 2.0-liter turbo four-cylinder works well but has a raspy, less-than-luxurious engine sound. The 3.0-liter supercharged V6 we tested is smooth and punchy, and returned a commendable 22 mpg overall. The front seats are comfortable and supportive, and the rear seat is roomy for three adults. An added plus is the large trunk. Although the infotainment system's center controller and screen take some getting used to, the system ultimately proves logical.



Base Price: \$49,700–\$74,400

Body Styles: sedan

Trim Lines: 2.0T, 3.0T, Competition, S6 4.0T

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 supercharged (333 hp); 3.0-liter V6 supercharged (340 hp); 4.0-liter V8 turbo (450 hp)

Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	194
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	115
Weight (lbs.)	4,075
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lbs.)	1,100
Cargo Volume, cu.ft.	14
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	22

Overall Score	80
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	90
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average ⬆		

Audi A7



This stylish hatchback version of the A6 is an impressive car, although it sacrifices some access, rear-seat room, and visibility in exchange for sportiness and looks. Its rear hatch and generous interior give it practicality, room, and comfort. Handling is responsive and secure, and the ride is steady though firm, particularly on the optional 20-inch tires. The exquisite interior is very luxurious, and the infotainment system proves logical after a bit of familiarization. A midcycle freshening brought tweaks to almost every engine. The smooth, punchy 3.0-liter supercharged V6 is plenty powerful, and an even stronger 450-hp, 4.0-liter V8 powers the S7. If you need more gusto, the RS 7's engine puts out 560 hp.



Base Price: \$69,700–\$130,700

Body Styles: 4-door hatchback

Trim Lines: Premium Plus, Prestige, RS 7, RS 7 Performance, S7

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 supercharged (333 hp); 3.0-liter V6 supercharged (340 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (560 hp); 4.0-liter V8 turbo (605 hp)

Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)196
Width (in.)75
Height (in.)56
Wheelbase (in.)115
Weight (lbs.)4,235
% weight front/rear54/46

Cargo Measurement

Max. Load (lbs.)1,100
Cargo Volume, cu.ft.25
Towing Capacity (lbs.)NR

Fuel

Premium
EPA combined mpg24

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Audi A8



✓ Audi's top-level sedan delivers smooth and effortless acceleration yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. The ride is firm and steady but not as cushy as in the Mercedes-Benz S-Class. Interior ambience, quality of materials, and craftsmanship are top-notch, and the cabin is quiet. The front seats are exceptionally comfortable and supportive, with a variety of massage settings. The rear seat is worthy of a limo, but the trunk is a bit small. The infotainment system takes some getting used to but proves logical. The base supercharged V6 has ample power, but the 4.0-liter V8 turbo is a powerhouse worthy of such a flagship. A 2019 redesign has been unveiled.



Base Price: \$82,500–\$115,900

Body Styles: sedan

Trim Lines: 3.0T, 4.0T, S8

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 supercharged (333 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (605 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)207
Width (in.)77
Height (in.)58
Wheelbase (in.)123
Weight (lbs.)4,420
% weight front/rear56/44

Cargo Measurement

Max. Load (lbs.)1,100
Cargo Volume, cu.ft.13
Towing Capacity (lbs.)NR

Fuel

Premium
CR overall mpg21

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	91
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Audi Q3



✓ A tidy, compact crossover, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall, it manages to deliver a premium driving experience similar to the Q5 but in a 10-inch-shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder is mated to a conventional six-speed automatic and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic-looking, but it gives a sense of quality. Demerits include the tight quarters and cramped driving position. The controls are complicated at first, but they prove logical with some familiarity. Front- and all-wheel drive are available.



Base Price: \$32,900–\$37,900

Body Styles: 4-door SUV

Trim Lines: Premium, Premium Plus

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (200 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	72
Height (in.)	63
Wheelbase (in.)	103
Weight (lbs.)	3,680
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lbs.)	1,060
Cargo Volume, cu.ft.	24.5
Towing Capacity (lbs.)	2,200

Fuel

Premium	
CR overall mpg	22

Overall Score	80
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	77
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Much better than average		⬆️

Audi Q5



✓ The second generation Q5 may not look very different from the original, but improvements include a quieter cabin and a more comfortable ride. Its handling is responsive and secure. Like Audi's A4 sedan, the Q5 SUV is powered by a 252-hp, 2.0-liter turbocharged four-cylinder engine that is coupled to a seven-speed dual-clutch automatic transmission. This powertrain generates plenty of power and returned 24 mpg overall in our tests. The available Audi Virtual Cockpit lets you switch between a traditional gauge cluster and a larger display that can focus on audio, phone, or navigation information. Forward-collision warning and low-speed automatic emergency braking are standard. Other available advanced safety features include blind-spot warning, rear cross-traffic warning, and lane-keeping assist.



Base Price: \$41,500–\$58,500

Body Styles: 4-door SUV

Trim Lines: Premium, Premium Plus, Prestige, SQ5

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (252 hp);

3.0-liter V6 turbo (354 hp)

Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	75
Height (in.)	65
Wheelbase (in.)	111
Weight (lbs.)	4,140
% weight front/rear	53/47
Cargo Measurement	
Max. Load (lbs.)	1,060
Cargo Volume, cu.ft.	27
Towing Capacity (lbs.)	4,400

Fuel

Premium	
CR overall mpg	24

Overall Score	78
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	83
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average		⬆️

Audi Q7



✓ Audi's luxury three-row SUV is an impressive vehicle, and among the best we've ever tested. It employs a supercharged 3.0-liter V6 that is mated to a very smooth eight-speed automatic. This results in effortless acceleration and fuel economy of 20 mpg overall in our tests. The Q7 is very quiet, instilling a sense of tranquility. The ride has an underlying firmness unless you splurge on the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. The controls prove logical with familiarity. Available advanced safety systems include automatic emergency braking and lane-keep assist.



Base Price: \$49,900-\$65,400

Body Styles: 4-door SUV

Trim Lines: Premium, Premium Plus, Prestige

Drive Wheels: AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (252 hp);

3.0-liter V6 supercharged (333 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	78
Height (in.)	69
Wheelbase (in.)	118
Weight (lbs.)	5,080
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lbs.)	1,365
Cargo Volume, cu.ft.	35.5
Towing Capacity (lbs.)	7,700

Fuel

Premium	
CR overall mpg	20

Overall Score	90
Predicted Reliability	
Owner Satisfaction	
Road Test Score	96
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major		*	
Engine Minor		*	
Engine Cooling		*	
Transmission Major		*	
Transmission Minor		*	
Drive System		*	
Fuel System		*	
Electrical		*	
Climate System		*	
Suspension		*	
Brakes		*	
Exhaust		*	
Paint/Trim		*	
Noises/Leaks		*	
Body Hardware		*	
Power Equipment		*	
In-Car Electronics		*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Audi TT



✓ The TT coupe and convertible use a 220-hp, 2.0-liter four-cylinder, and the TTS features a 292-hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. HVAC and seat-heat controls are incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance. For 2018 a new 400-hp, 2.5-liter 5-cylinder turbo performance version joins the TT line.



Base Price: \$43,950-\$64,900

Body Styles: convertible; coupe

Trim Lines: 2.0T, RS, TTS

Drive Wheels: AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (220 hp);

2.0-liter 4 turbo (292 hp); 2.5-liter 5 turbo (400 hp)

Transmissions: 6-speed sequential; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	165
Width (in.)	72
Height (in.)	53
Wheelbase (in.)	99
Weight (lbs.)	3,140
% weight front/rear	60/40
Cargo Measurement	
Max. Load (lbs.)	770
Cargo Volume, cu.ft.	12
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	26

Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

BMW 2 Series



✓ This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. For 2017, the 228i is renamed the 230i and comes with a 248-hp, 2.0-liter four-cylinder; the uplevel M235i we tested, now named M240i, has a terrific 320-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. A 365-hp M2 version with even sportier handling is available. The six-speed manual and eight-speed automatic transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rears are very cramped. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available.



Base Price: \$34,800-\$53,500

Body Styles: convertible; coupe

Trim Lines: 230i, M2, M240i

Drive Wheels: Rear, AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (365 hp)

Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	175
Width (in.)	70
Height (in.)	56
Wheelbase (in.)	106
Weight (lbs.)	3,450
% weight front/rear	53/47

Cargo Measurement

Max. Load (lbs.)	805
Cargo Volume, cu.ft.	14
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	25

Overall Score	92
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	98
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

BMW 3 Series



✓ The 3 Series has been recently freshened, receiving some suspension tweaks, updated interior touches, and a bit more horsepower for the turbo four-cylinder, which is now called the 330i. We got a frugal 26 mpg overall in the all-wheel-drive version we tested. Handling has been sharpened, giving back some of the agility the 3 Series had lost. The firm ride is absorbent but can get choppy. The seats are supercomfortable, and the cabin is impeccably furnished. The 328d gets a stand-out 35 mpg overall, and its 49 mpg on the highway gives it an impressive range, but there is some diesel clatter to contend with. You can also opt for a wagon or a less powerful, but more affordable, 320i. The M3 can give ultra-high-performance cars a run for their money. The plug-in hybrid version can cover 14 miles on electric power.



Base Price: \$34,900-\$65,500

Body Styles: 4-door hatchback; sedan; wagon

Trim Lines: 320i, 328d, 330e, 330i, 340i, M3

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (180 hp, 248 hp); 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 hybrid (248 hp); 3.0-liter 6 turbo (320 hp, 425 hp)

Transmissions: 8-spd. automatic; 6-spd. manual; 7-spd. sequential

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	111
Weight (lbs.)	3,690
% weight front/rear	52/48

Cargo Measurement

Max. Load (lbs.)	905
Cargo Volume, cu.ft.	17
Towing Capacity (lbs.)	NR

Fuel

Premium or diesel	
CR overall mpg	26-35

Overall Score	78-79
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	86
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

BMW 4 Series



The 4 Series coupe, convertible, and four-door Gran Coupe hatchback based on the 3 Series sedans pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sportster. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbo-charged, 2.0-liter four-cylinder is sparing with fuel; the 3.0-liter, six-cylinder turbo is supersmooth and delivers effortless punch. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.



Base Price: \$43,300-\$76,200
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 420i, 430i, 440i, M4
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (425 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....183
Width (in.).....72
Height (in.).....54
Wheelbase (in.).....111
Weight (lbs.).....3,470
% weight front/rear..... 50/50

Cargo Measurement

Max. Load (lbs.)..... 790
Cargo Volume, cu.ft.....16
Towing Capacity (lbs.)..... NR

Fuel

Premium
EPA combined mpg.....27

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

BMW 5 Series



The 5 Series is a remarkably satisfying car, but one that is no longer the sporty choice of this class. Instead, it's very plush, super quiet, finely crafted inside, frugal with fuel, and the controls are more user friendly. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder had ample power and, paired with a smooth eight-speed automatic, delivered an impressive 26 mpg overall. The 540i uses a punchy 335-hp, 3.0-liter turbo six-cylinder that effortlessly delivers power. AWD is available, and standard on the V8-powered M550i. The 530e plug-in hybrid costs about the same as the 530i and can go a short distance on electric power alone. Optional active safety systems include forward-collision warning and lane-keeping assist.



Base Price: \$52,400-\$73,400
Body Styles: sedan
Trim Lines: 530e, 530e xDrive, 530i, 530i xDrive, 540i, 540i xDrive, M5, M550i xDrive
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (248 hp); 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456 hp); 4.4-liter V8 turbo (600 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....195
Width (in.).....74
Height (in.).....58
Wheelbase (in.).....117
Weight (lbs.).....3,950
% weight front/rear..... 53/47

Cargo Measurement

Max. Load (lbs.)..... 850
Cargo Volume, cu.ft.....19
Towing Capacity (lbs.)..... NR

Fuel

Premium
CR overall mpg.....26

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	94
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

BMW 6 Series



Based on the previous 5 Series, this sleek grand tourer comes as a two-door coupe or convertible, as well as the four-door Gran Coupe version. Power comes from a 3.0-liter turbocharged six-cylinder or a 4.4-liter V8, mated to either an eight-speed automatic or a seven-speed automated manual in the M6. The V8 delivers ferocious acceleration and an invigorating exhaust note. But the gear selector in the M6 is unintuitive. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its progenitor. The M version is even more performance-oriented. It's quick, capable, and enjoyable to drive. For 2018 BMW has introduced a new hatchback Grand Turismo version.



Base Price: \$69,700–\$124,300
Body Styles: 4-door hatchback; convertible; coupe; sedan
Trim Lines: 640i, 650i, Alpina B6, Gran Turismo, M6
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (315 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (560 hp); 4.4-liter V8 turbo (600 hp)
Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)193
 Width (in.)75
 Height (in.)54
 Wheelbase (in.)112
 Weight (lbs.)4,355
 % weight front/rear52/48

Cargo Measurement

Max. Load (lbs.)770
 Cargo Volume, cu.ft.13
 Towing Capacity (lbs.)NR

Fuel

Premium
 EPA combined mpg20

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	4
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average

1

BMW 7 Series



✓ Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter turbo six-cylinder. Our typically equipped 750i, with the polished and punchy 445-hp, 4.4-liter turbo V8 and all-wheel drive, rang in at \$110,645. Although the controls have a steep learning curve, they prove logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



Base Price: \$83,100–\$156,700
Body Styles: sedan
Trim Lines: 740e, 740i, 750i, Alpina B7, M760i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (326 hp); 3.0-liter 6 turbo (320 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (600 hp); 6.6-liter V12 turbo (600 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)207
 Width (in.)75
 Height (in.)58
 Wheelbase (in.)126
 Weight (lbs.)4,710
 % weight front/rear54/46

Cargo Measurement

Max. Load (lbs.)960
 Cargo Volume, cu.ft.18
 Towing Capacity (lbs.)NR

Fuel

Premium
 CR overall mpg21

Overall Score	86
Predicted Reliability	4
Owner Satisfaction	4
Road Test Score	99
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Better than average

4

BMW X1



✓ The X1 relies on a platform shared with the Mini Clubman and new Countryman. Initially offered only with all-wheel drive, for 2017 a less expensive front-wheel-drive version joins the line. In our tests of the AWD X1 the responsive 228-hp, 2.0-liter turbo four-cylinder engine returned 26 mpg overall. With a relatively low ride height, it feels almost like driving a BMW sedan. Although capable and responsive, ride and handling aren't up to BMW's high standards. Road noise is rather noticeable. The interior is typical BMW, with high-quality materials and switches, buttons, and knobs. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs for the front seats. Prices start at an inviting \$34,000, but a typically equipped X1 easily breaks the \$40,000 mark.



Base Price: \$33,900-\$35,900
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....175
Width (in.).....72
Height (in.).....63
Wheelbase (in.).....105
Weight (lbs.).....3,725
% weight front/rear.....57/43

Cargo Measurement

Max. Load (lbs.).....900
Cargo Volume, cu.ft.....27
Towing Capacity (lbs.).....NR

Fuel

Premium
CR overall mpg.....26

Overall Score	69
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	74
Crash Prevention	Opt.

Reliability History		15	16	17
Trouble Spots				
Engine Major		⬆	⬆	⬆
Engine Minor		⬇	⬆	⬆
Engine Cooling		⬆	⬆	⬆
Transmission Major		⬆	⬆	⬆
Transmission Minor		⬆	⬆	⬆
Drive System		⬆	⬆	⬆
Fuel System		⬆	!	⬆
Electrical		⬆	⬆	⬆
Climate System		⬆	⬆	⬆
Suspension		⬆	⬆	⬆
Brakes		⬆	⬆	⬆
Exhaust		⬆	⬆	⬆
Paint/Trim		⬆	⬆	⬆
Noises/Leaks		⬆	⬆	⬆
Body Hardware		⬆	⬆	⬆
Power Equipment		!	⬆	⬆
In-Car Electronics		⬆	⬆	⬆
USED CAR VERDICTS		!	!	⬆
NEW CAR PREDICTION	Average			!

BMW X3



Underneath evolutionary styling, the redesigned, third-generation X3 brings more upscale cabin amenities, powertrain updates, and a new performance model. The outgoing X3 has been among CR's highly rated models in this category of modestly sized luxury SUVs. Most new X3s will have the 248-hp, 2.0-liter turbo four. The M40i gets a 355-hp, turbocharged six-cylinder and is fitted with bigger brakes and a stiffer suspension, to match the extra power. As before, an eight-speed automatic transmission and all-wheel drive are standard across the range. Options like a 10.5-inch touch screen and available gesture controls add features to the infotainment system previously seen on top models. Forward-collision warning and automatic emergency braking are available as part of the optional Driving Assistance Package.



Base Price: \$42,450-\$54,300
Body Styles: 4-door SUV
Trim Lines: M40i, xDrive30i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp);
3.0-liter 6 turbo (355 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....186
Width (in.).....74
Height (in.).....66
Wheelbase (in.).....113
Weight (lbs.).....4,155
% weight front/rear.....50/50

Cargo Measurement

Max. Load (lbs.).....910
Cargo Volume, cu.ft.....NA
Towing Capacity (lbs.).....NA

Fuel

Premium
EPA combined mpg.....NA

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	NA
Crash Prevention	Opt.

Reliability History		15	16	17
Trouble Spots				
Engine Major		⬆	⬆	⬆
Engine Minor		⬆	⬆	⬆
Engine Cooling		⬆	⬆	⬆
Transmission Major		⬆	⬆	⬆
Transmission Minor		⬆	⬆	⬆
Drive System		⬆	⬆	⬆
Fuel System		!	⬆	⬆
Electrical		⬆	⬆	⬆
Climate System		⬆	⬆	⬆
Suspension		⬆	⬆	⬆
Brakes		⬆	⬆	⬆
Exhaust		⬆	⬆	⬆
Paint/Trim		⬆	⬆	⬆
Noises/Leaks		⬆	!	⬆
Body Hardware		⬆	⬆	⬆
Power Equipment		⬇	⬆	⬆
In-Car Electronics		⬇	⬆	⬇
USED CAR VERDICTS		⬇	⬆	⬇
NEW CAR PREDICTION	Average			!

BMW X4



Emphasizing sport over utility, the X4 is a coupelike variant of the X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Seating is a bit lower than in the X3, which instills a more sporty experience. Cargo and rear-seat space under the sloping roofline is considerably smaller than in the X3, making the X4 a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a 3.0-liter turbo six-cylinder that is particularly smooth and powerful. An eight-speed automatic transmission and all-wheel drive are standard. In our brief time with the X4 we found that the optional 19-inch tires make the ride a bit too jiggly. A higher-performance M40i uses a 355-hp version of the turbo six-cylinder.



Base Price: \$47,600-\$59,250

Body Styles: 4-door SUV

Trim Lines: M40i, xDrive28i

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp);
3.0-liter 6 turbo (355 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	74
Height (in.)	64
Wheelbase (in.)	111
Weight (lbs.)	4,130
% weight front/rear	49/51
Cargo Measurement	
Max. Load (lbs.)	905
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	3,000

Fuel

Premium	
EPA combined mpg	23

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average

1

BMW X5



✓ The X5 delivers refinement, comfort, and a high-quality interior laden with technology. Its 3.0-liter turbo six-cylinder, paired to a silky-smooth eight-speed automatic, supplies effortless acceleration and a good 21 mpg overall. In our tests we found the ride to be steady, with handling responsive and secure. The interior is super-quiet and impeccably finished, but the third-row seat is suitable only for kids. BMW's iDrive infotainment system has become more intuitive and, with familiarity, proves logical. Optional safety systems, such as automatic emergency braking, are comprehensive. A 4.4-liter V8 and a diesel are available. A plug-in hybrid with a 2.0-liter twin-turbo four-cylinder can drive on electric power for short distances.



Base Price: \$56,950-\$100,700

Body Styles: 4-door SUV

Trim Lines: M, sDrive35i, xDrive35d,
xDrive35i, xDrive40e, xDrive50i

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 hybrid (308 hp); 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	76
Height (in.)	69
Wheelbase (in.)	116
Weight (lbs.)	4,745
% weight front/rear	50/50
Cargo Measurement	
Max. Load (lbs.)	1,345
Cargo Volume, cu.ft.	34.5
Towing Capacity (lbs.)	6,000

Fuel

Premium or diesel	
CR overall mpg	21

Overall Score	76
Predicted Reliability	^
Owner Satisfaction	^
Road Test Score	84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	^	^	^
Engine Minor	^	^	^
Engine Cooling	^	^	^
Transmission Major	^	^	^
Transmission Minor	^	^	^
Drive System	^	^	^
Fuel System	^	^	^
Electrical	^	^	^
Climate System	^	^	^
Suspension	^	^	^
Brakes	^	^	^
Exhaust	^	^	^
Paint/Trim	^	^	^
Noises/Leaks	^	^	^
Body Hardware	^	^	^
Power Equipment	^	^	^
In-Car Electronics	^	^	^

USED CAR VERDICTS

NEW CAR PREDICTION

Better than average

^

BMW X6



This coupelike sporty SUV is a derivative of the capable X5, which is a good place to start. Unlike its sibling, the X6’s styling severely hampers rear visibility, cabin access, and cargo room. More than just a new body, though, the X6 is sportier than the X5, with tauter handling and a stiffer ride. Most versions are powered by a 3.0-liter turbocharged six-cylinder, which returned 21 mpg overall in our tested X5. A 4.4-liter turbocharged V8 is also offered. The interior is luxurious and well-crafted, and the seats are supportive for long trips. The infotainment system takes time to master but ultimately proves logical. A rear-wheel-drive version is available, as is a high-performance M version that commands a six-figure price.



Base Price: \$62,700–\$104,100
Body Styles: 4-door SUV
Trim Lines: M, sDrive35i, xDrive35i, xDrive50i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	78
Height (in.)	67
Wheelbase (in.)	116
Weight (lbs.)	4,750
% weight front/rear	49/51
Cargo Measurement	
Max. Load (lbs.)	935
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	NR

Fuel

Premium	
EPA combined mpg	20

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	↗
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	!
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BMW i3



BMW’s electric car is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The interior is striking in its simplicity and style, which is reminiscent of Scandinavian furniture. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. An optional two-cylinder engine, which acts as an onboard generator rather than a primary power source, extends the range beyond the typical 75 miles to about 130 miles total. Charge times are about 4 hours with a 240-volt connection. In our tests we measured the electric equivalent of 139 mpg. Despite its tall stance the i3 is very agile and easy to maneuver, though the ride is quite firm. It takes time to get used to the pronounced deceleration when lifting off the accelerator pedal.



Base Price: \$43,600–\$47,450
Body Styles: 4-door hatchback
Trim Lines: Deka, Giga, Mega, s, Tera
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 0.7-liter 2 electric (170 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	157
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	101
Weight (lbs.)	3,140
% weight front/rear	45/55
Cargo Measurement	
Max. Load (lbs.)	650
Cargo Volume, cu.ft.	12
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	139

Overall Score	66
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	79
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	↗	↗	*
Engine Minor	↗	↗	*
Engine Cooling	↗	↗	*
Transmission Major	↗	↗	*
Transmission Minor	↗	↗	*
Drive System	!	↗	*
Fuel System	↗	↗	*
Electrical	↗	↗	*
Climate System	↗	↗	*
Suspension	↗	↗	*
Brakes	↗	↗	*
Exhaust	↗	↗	*
Paint/Trim	↗	↗	*
Noises/Leaks	↘	↗	*
Body Hardware	↗	↗	*
Power Equipment	↘	↗	*
In-Car Electronics	↘	↗	*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	!
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Buick Cascada



The front-wheel-drive Cascada is a well-thought-out, four-seat, soft-top convertible that keeps wind buffeting to a minimum. The ride is steady but can be a bit stiff because of the standard 20-inch tires. Handling is responsive, but power is modest and fuel economy isn't great. The leather seats are supportive, but it's a long reach to access the touch-screen infotainment system, and the center dash is a mess of buttons. The power-operated, fully insulated fabric roof takes 17 seconds to open and can be operated when the car is traveling at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. Opting for the Premium trim brings advanced safety equipment including forward-collision warning and lane-departure warning.



Base Price: \$33,065–\$37,065

Body Styles: convertible

Trim Lines: Base, Premium, Sport

Touring

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 1.6-liter 4 turbo (200 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	106
Weight (lbs.)	3,980
% weight front/rear	57/43
Cargo Measurement	
Max. Load (lbs.)	740
Cargo Volume, cu.ft.	13
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	22

Overall Score	58
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	53
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average ⬆️		

Buick Enclave



The large, three-row Buick Enclave is being treated to its first redesign in about a decade. The 2018 model promises improved fuel economy, increased interior space, and a variety of safety and connectivity features. Power comes from a 3.6-liter V6—up 22 hp to 310—teamed with a nine-speed automatic. Combined with a start/stop system, fuel efficiency should be better than the 15 mpg we recorded with the outgoing model. Towing capacity is a claimed 5,000 pounds. Buick says significant attention has been paid to interior noise, with the top-trim Avenir having an even quieter cabin. The third-row seat can actually accommodate adults. Automatic emergency braking and forward-collision warning are available, though not on all of the trim levels. Full-speed AEB is available only on the Avenir.



Base Price: \$39,995–\$55,715

Body Styles: 4-door SUV

Trim Lines: Avenir, Base, Essence,

Premium

Drive Wheels: Front, AWD

Seating: 2 front, 2 rear, 3 third

Engines: 3.6-liter V6 (310 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	79
Height (in.)	70
Wheelbase (in.)	121
Weight (lbs.)	4,360
% weight front/rear	NA
Cargo Measurement	
Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	5,000

Fuel

Regular	
EPA combined mpg	20

Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Buick Encore



Derived from the small Chevrolet Sonic, this subcompact SUV feels relatively posh, with a well-finished, quiet cabin and a ride that's better than certain bigger SUVs. On the downside, the little 1.4-liter turbo four-cylinder and six-speed automatic deliver plodding acceleration and just fair fuel economy. The Encore's tidy size makes it easy to maneuver, and its handling is sound but unexceptional. The interior is narrow and cramped, and the swoopy styling intrudes on the view aft. A more powerful Sport Touring version is also available.



Base Price: \$22,990-\$31,965
Body Styles: 4-door SUV
Trim Lines: Base, Essence, Preferred, Preferred II, Premium, Sport Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp); 1.4-liter 4 turbo (153 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....168
 Width (in.).....70
 Height (in.).....65
 Wheelbase (in.).....101
 Weight (lbs.).....3,355
 % weight front/rear.....60/40

Cargo Measurement

Max. Load (lbs.).....945
 Cargo Volume, cu.ft.....26
 Towing Capacity (lbs.).....NR

Fuel

Regular
 CR overall mpg.....23

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	69
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS		
NEW CAR PREDICTION	Much better than average	

Buick Envision



Buick's entry into the luxury compact SUV segment sits between the tiny Encore and giant Enclave, the China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder mated to a six-speed automatic transmission. Handling is clumsy and the brakes are mushy, but ultimately the car is secure when pushed to its limits. Oddly, the ride is a mixed bag, both soft and unsettled at the same time. Wind noise is pronounced. The interior is well-finished and features a relatively roomy rear seat. Buick's suite of active safety equipment includes forward-collision warning and lane-departure mitigation systems, as well as automatic braking. A less-expensive 2.5-liter four-cylinder and front-wheel-drive versions are available.



Base Price: \$34,065-\$44,960
Body Styles: 4-door SUV
Trim Lines: Base, Essence, Preferred, Premium, Premium II
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 2.5-liter 4 (197 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....184
 Width (in.).....72
 Height (in.).....67
 Wheelbase (in.).....108
 Weight (lbs.).....4,050
 % weight front/rear.....59/41

Cargo Measurement

Max. Load (lbs.).....950
 Cargo Volume, cu.ft.....32.5
 Towing Capacity (lbs.).....1,500

Fuel

Regular or premium
 CR overall mpg.....21

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS		
NEW CAR PREDICTION	Better than average	

Buick LaCrosse



Buick’s flagship sedan delivers what you’d expect. The new LaCrosse rides comfortably and features a well-trimmed and quiet cabin with a spacious rear seat. Paired with an eight-speed automatic, the smooth 3.6-liter V6 supplies plenty of power and a decent 24 mpg overall. The LaCrosse is one of the few offerings in the large-sedan class that is available with all-wheel drive. Handling is responsive but not sporty. The ride is cushy and absorbent, but we would skip the optional 20-inch tires, which transmit too much harshness to the passengers. Cabin access and visibility are compromised by the car’s low stance. Most controls are easy to use, including the IntelliLink touch-screen infotainment system, but the unintuitive shifter proves maddening. Advanced electronic safety features are available only on high-end trims.



Base Price: \$29,565–\$43,425
Body Styles: sedan
Trim Lines: Base, Essence, Preferred, Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (200 hp); 3.6-liter V6 (310 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....198
 Width (in.).....73
 Height (in.).....58
 Wheelbase (in.).....114
 Weight (lbs.).....3,665
 % weight front/rear.....59/41

Cargo Measurement

Max. Load (lbs.).....915
 Cargo Volume, cu.ft.....15
 Towing Capacity (lbs.).....1,000

Fuel

Regular
 CR overall mpg.....24

Overall Score	59
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬇️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬇️	⬇️	⬇️
USED CAR VERDICTS	⬆️	⬆️	⬇️
NEW CAR PREDICTION	Much worse than average ⬇️		

Buick Regal



The Buick Regal takes on a striking profile with its redesign. In the Sportback version, it adopts coupe-like styling that masks its hatchback configuration. The TourX is a raised wagon, similar to a Subaru Outback. With the wheelbase extended more than 3 inches, the proportions provide more passenger and cargo space than before. The new Regal comes in front- and all-wheel drive versions, and uses a 2.0-liter turbocharged four-cylinder engine. GM says it will weigh in at about 200 pounds less than the previous-generation sedan. A 7-inch infotainment system is standard, while an 8-inch will be offered. Both get Android Auto and Apple CarPlay compatibility. Most advanced safety features are optional, with the notable exception of a pedestrian-protecting active hood.



Base Price: \$25,915–\$39,990
Body Styles: 4-door hatchback
Trim Lines: Base, Essence, GS, Preferred, Preferred II
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 3.6-liter V6 (310 hp)
Transmissions: 8-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....193
 Width (in.).....73
 Height (in.).....57
 Wheelbase (in.).....111
 Weight (lbs.).....3,415
 % weight front/rear.....NA

Cargo Measurement

Max. Load (lbs.).....NA
 Cargo Volume, cu.ft.....32
 Towing Capacity (lbs.).....NR

Fuel

Regular
 EPA combined mpg.....26

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬇️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬇️
NEW CAR PREDICTION	Average ⬇️		



Cadillac ATS



Offered in rear- or all-wheel drive, the ATS has nimble, capable handling and sharp steering that makes it a treat to drive. The 2.0-liter turbo is quick, but it doesn't feel all that powerful and got just 23 mpg overall when we tested it with the old six-speed automatic, which has been supplanted by a better eight-speed unit. A smooth, refined 3.6-liter V6 is also available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug, particularly in the back. The high-performance ATS-V gets a 464-hp twin-turbo V6, and a two-door coupe is also available.



Base Price: \$34,595–\$62,895

Body Styles: coupe; sedan

Trim Lines: Luxury, Premium Luxury, Premium Performance, Standard, V

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (464 hp)

Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	109
Weight (lbs.)	3,420
% weight front/rear	51/49

Cargo Measurement

Max. Load (lbs.)	870
Cargo Volume, cu.ft.	10
Towing Capacity (lbs.)	NR

Fuel

Regular or premium	
CR overall mpg	23

Overall Score	60
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	79
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬇️	*
Drive System	⬇️	⬆️	*
Fuel System	⬆️	⬇️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬇️	*
Noises/Leaks	⬇️	⬆️	*
Body Hardware	⬆️	⬇️	*
Power Equipment	⬇️	⬇️	*
In-Car Electronics	⬇️	⬇️	*
USED CAR VERDICTS	⬇️	⬇️	
NEW CAR PREDICTION	Worse than average ⬇️		

Cadillac CT6



Cadillac's flagship fits above the CTS and is priced to compete with the luxury-midsize crowd. This large sedan possesses some athletic chops and feels lively to drive. The firm ride is steady and controlled, and the interior is very quiet. The base engine is a turbo-four, but most buyers will opt for the midlevel nonturbo V6; the top trim carries a 404-hp twin-turbocharged V6. The eight-speed automatic has smooth shifts. All-wheel drive comes standard on versions with the V6. The interior is plush and roomy, but in-cabin storage is practically non-existent. Front-seat comfort is superb, but the rear seat is a bit short on thigh support. Despite updates, the Cue infotainment system remains unintuitive. A plug-in hybrid version with an estimated 30 miles of EV range is also available. The CT6 is the first model to offer GM's Super Cruise driver-assistance system.



Base Price: \$54,095–\$88,295

Body Styles: sedan

Trim Lines: Base, Luxury, Platinum, Plug-In Hybrid, Premium Luxury

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (265 hp); 2.0-liter 4 electric (335 hp); 3.0-liter V6 turbo (404 hp); 3.6-liter V6 (335 hp)

Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	122
Weight (lbs.)	4,040
% weight front/rear	53/47

Cargo Measurement

Max. Load (lbs.)	910
Cargo Volume, cu.ft.	15
Towing Capacity (lbs.)	1,000

Fuel

Regular or premium	
CR overall mpg	22

Overall Score	75
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬇️		

Cadillac CTS



The CTS is a midsize luxury sedan with a firm, absorbent ride and precise handling that crowns it as one of the sportiest cars in the class. But as satisfying as it is to drive, the CTS can also be frustrating, partly because of the overly complex Cue infotainment system. The cabin is luxurious, with impressive material quality. But rear-seat room is relatively snug, and the trunk is a bit small. Neither the four-cylinder turbo nor the 3.6-liter V6 is as refined as the best in class. The high-end V-Sport is a treat to drive, with effortless thrust. The high-performance CTS-V gives any \$100,000 German super-sedan a run for its money, thanks to the 640-hp, 6.2-liter supercharged V8 from the Corvette Z06 and trackworthy handling and braking.



Base Price: \$45,995-\$85,995

Body Styles: sedan

Trim Lines: Base, Luxury, Premium

Luxury, V, Vsport, V Sport

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (268 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (420 hp); 6.2-liter V8 supercharged (640 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	115
Weight (lbs.)	3,915
% weight front/rear	52/48
Cargo Measurement	
Max. Load (lbs.)	890
Cargo Volume, cu.ft.	14
Towing Capacity (lbs.)	1,000

Fuel

Regular or premium

CR overall mpg.....22

Overall Score	64
Predicted Reliability	👍
Owner Satisfaction	👎
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	👍	👍	*
Engine Minor	👍	👍	*
Engine Cooling	👍	👍	*
Transmission Major	👎	👍	*
Transmission Minor	👎	👍	*
Drive System	👍	👍	*
Fuel System	👍	👍	*
Electrical	👍	👍	*
Climate System	👍	👍	*
Suspension	👍	👍	*
Brakes	👍	👍	*
Exhaust	👍	👍	*
Paint/Trim	👍	👍	*
Noises/Leaks	👎	👍	*
Body Hardware	👎	👍	*
Power Equipment	👎	👍	*
In-Car Electronics	👎	👎	*
USED CAR VERDICTS	👎	👎	
NEW CAR PREDICTION	Worse than average 👎		

Cadillac Escalade



The Escalade falls down on the fundamentals as a luxury SUV; it rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more room, a longer ESV version that provides more cargo space is available. The Cue infotainment system is confounding. The real strength of the Escalade lies in its work abilities, with a powerful 420-hp V8 and impressive tow capacity. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.



Base Price: \$73,395-\$98,195

Body Styles: 4-door SUV; extended SUV

Trim Lines: Luxury, Platinum, Premium Luxury, Standard

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear, 3 third

Engines: 6.2-liter V8 (420 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	81
Height (in.)	74
Wheelbase (in.)	116
Weight (lbs.)	5,820
% weight front/rear	51/49
Cargo Measurement	
Max. Load (lbs.)	1,310
Cargo Volume, cu.ft.	48
Towing Capacity (lbs.)	8,100

Fuel

Regular

CR overall mpg.....16

Overall Score	40
Predicted Reliability	👎
Owner Satisfaction	👎
Road Test Score	61
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	👍	👍	*
Engine Minor	👎	👎	*
Engine Cooling	👍	👍	*
Transmission Major	👎	👎	*
Transmission Minor	👎	👍	*
Drive System	👎	👎	*
Fuel System	👍	👍	*
Electrical	👍	👍	*
Climate System	👍	👍	*
Suspension	👍	👍	*
Brakes	👎	👎	*
Exhaust	👍	👍	*
Paint/Trim	👍	👍	*
Noises/Leaks	👎	👍	*
Body Hardware	👎	👍	*
Power Equipment	👎	👎	*
In-Car Electronics	👎	👎	*
USED CAR VERDICTS	👎	👎	
NEW CAR PREDICTION	Much worse than average 👎		



Cadillac XT5



Cadillac's XT5 luxury crossover is powered by a new 3.6-liter V6 paired with an eight-speed automatic. Despite decent measured acceleration, this engine feels a bit lethargic in everyday driving, and the 20 mpg overall we measured in our testing is unimpressive. Cadillac's convoluted Cue infotainment system is a little more manageable, but the unintuitive gear selector is maddening. A rear-camera system that displays in the rearview mirror comes on top versions. The XT5 handles soundly, though the ride is too stiff unless you opt for the active damping suspension that comes on top-trim versions. Occupants are treated to a quiet cabin, supportive seats, and impressive cabin fit and finish.



Base Price: \$39,395-\$62,895
Body Styles: 4-door SUV
Trim Lines: Base, Luxury, Platinum, Premium Luxury
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (310 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....190
Width (in.).....75
Height (in.).....66
Wheelbase (in.).....113
Weight (lbs.).....4,300
% weight front/rear.....59/41

Cargo Measurement

Max. Load (lbs.).....1,620
Cargo Volume, cu.ft.....33
Towing Capacity (lbs.).....3,500

Fuel

Regular
CR overall mpg.....20

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION			Worse than average

Cadillac XTS



This large sedan has a beautifully executed interior, perfect for limo duty. The XTS is roomy, luxurious, and quiet inside, with comfortable seats. It comes as either front-wheel drive or all-wheel drive. But the ride feels too ordinary for a luxury car, and handling isn't sporty. The 3.6-liter V6 powertrain lacks finesse, mostly because of its coarse sound when prodded. Still, it ultimately performs well and returns a respectable 22 mpg overall. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view aft. A V-Sport version with a twin-turbo 3.6-liter engine gives the XTS V8-like power.



Base Price: \$45,595-\$72,695
Body Styles: sedan
Trim Lines: Luxury, Platinum, Premium Luxury, Standard, Vsport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (304 hp); 3.6-liter V6 turbo (410 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....202
Width (in.).....73
Height (in.).....59
Wheelbase (in.).....112
Weight (lbs.).....4,090
% weight front/rear.....59/41

Cargo Measurement

Max. Load (lbs.).....925
Cargo Volume, cu.ft.....18
Towing Capacity (lbs.).....1,000

Fuel

Regular or premium
CR overall mpg.....22

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION			Worse than average

Chevrolet Bolt



✓ The Bolt is a game changer since it's the first relatively affordable EV to have a robust driving range. This small hatchback is built around a large 60-kWh battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge takes 10 hours on a 240-volt connector but with a 250 mile range according to our measurement, you rarely have to do it. The battery gains about 25 mile of range per hour of charging through a 240V connector. The Bolt is very quiet but the ride can get choppy. Controls take some getting used to including the unintuitive shifter. The driver's seat is short on lower back support and interior quality is on the cheap side. Typically equipped vehicle pricing ranges from \$37,000 to \$45,000 before federal tax incentives of \$7,500.



Base Price: \$36,620-\$40,905
Body Styles: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (200 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)164
 Width (in.)70
 Height (in.)63
 Wheelbase (in.)102
 Weight (lbs.)3,545
 % weight front/rear56/44
Cargo Measurement
 Max. Load (lbs.)875
 Cargo Volume, cu.ft.21
 Towing Capacity (lbs.)NR

Fuel

Electric
 CR overall mpg.119

Overall Score	77
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	76
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			⬆️
Engine Minor			⬆️
Engine Cooling			⬆️
Transmission Major			⬆️
Transmission Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬆️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION			Better than average ⬆️

Chevrolet Camaro



The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension impressively keeps the car planted. The manual shifter has light, precise throws. Base models use a 275-hp turbo four-cylinder, and the new 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. The easy-to-use MyLink infotainment system is a plus, but the low dash vents tend to freeze your hand when it's on the shifter. Visibility is atrocious, and rear-seat room is extremely tight. A performance ZL1 version is available, powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or an optional 10-speed automatic.



Base Price: \$25,905-\$67,500
Body Styles: convertible; coupe
Trim Lines: LT, SS, ZL1
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 (650 hp)
Transmissions: 8-speed automatic; 10-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)188
 Width (in.)75
 Height (in.)53
 Wheelbase (in.)111
 Weight (lbs.)3,730
 % weight front/rear54/46
Cargo Measurement
 Max. Load (lbs.)725
 Cargo Volume, cu.ft.11
 Towing Capacity (lbs.)NR

Fuel

Regular or premium
 CR overall mpg.20

Overall Score	59
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	85
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	⬆️	⬆️	Much worse than average ⬆️



Chevrolet Colorado



GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. We tested the V6, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended and crew-cab body styles. Inside are the latest electronics, including the MyLink audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. An eight-speed automatic transmission and an updated, more responsive V6 are available.



Base Price: \$20,000-\$41,625
Body Styles: crew cab; extended cab
Trim Lines: Base, LT, WT, Z71, ZR2
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbo (181 hp); 3.6-liter V6 (308 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....213
Width (in.).....74
Height (in.).....79
Wheelbase (in.).....128
Weight (lbs.).....4,500
% weight front/rear.....57/43

Cargo Measurement

Max. Load (lbs.).....1,555
Cargo Volume, cu.ft.....NA
Towing Capacity (lbs.).....7,000

Fuel

Regular or diesel
CR overall mpg.....18-24

Overall Score	51-53
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67-69
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Chevrolet Corvette



The sharp-edged Corvette has abundant power from its 455-hp, 6.2-liter V8 and an interior worthy of the price. A seven-speed manual is standard, with an eight-speed automatic optional. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight savings and strength. Whether in coupe or convertible form, acceleration is blisteringly quick and handling is pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires almost acrobatic skills to access; the vague manual shifter; and the omnipresent tire noise. The 460-hp Grand Sport version adds a number of the Z06's aerodynamic components.



Base Price: \$55,495-\$83,495
Body Styles: 2-door hatchback; convertible
Trim Lines: 1LT, 2LT, 3LT, Grand Sport, Z06
Drive Wheels: Rear
Seating: 2 front
Engines: 6.2-liter V8 (455 hp); 6.2-liter V8 (460 hp); 6.2-liter V8 super-charged (650 hp)
Transmissions: 8-speed automatic; 7-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....177
Width (in.).....74
Height (in.).....49
Wheelbase (in.).....107
Weight (lbs.).....3,470
% weight front/rear.....49/51

Cargo Measurement

Max. Load (lbs.).....525
Cargo Volume, cu.ft.....15
Towing Capacity (lbs.).....NR

Fuel

Premium
CR overall mpg.....20

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	92
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Chevrolet Cruze



The Cruze possesses big-car qualities such as a comfortable ride and a quiet interior. The standard engine is an unobtrusive 1.4-liter four-cylinder turbo mated to a six-speed automatic transmission. A smooth start-stop feature reduces fuel use during idling; we got 30 mpg overall in our tests. The diesel model returned an impressive 41 mpg overall and an outstanding 60 mpg on the highway. A new infotainment system featuring Android Auto and Apple CarPlay mirrors some of your smartphone icons on the screen. The rear seat is relatively roomy for the class, but the front seats are short on lower-back support. A variety of advanced active safety features are available, but only on the top-trim Premier version.



Base Price: \$16,975–\$25,395

Body Styles: 4-door hatchback; sedan

Trim Lines: L, LS, LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (153 hp);

1.6-liter 4 turbodiesel (137 hp)

Transmissions: 6-speed automatic;

9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....184

Width (in.).....71

Height (in.).....57

Wheelbase (in.).....106

Weight (lbs.).....2,915

% weight front/rear.....61/39

Cargo Measurement

Max. Load (lbs.).....870

Cargo Volume, cu.ft.....15

Towing Capacity (lbs.).....NR

Fuel

Regular or diesel

CR overall mpg.....30-41

Overall Score	56-57
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road Test Score	75-77
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Worse than average	⬆	⬆

Chevrolet Equinox



The new Equinox has tidier dimensions, bringing it in line with the small-SUV segment, but it's still roomy, and packs the latest infotainment and safety technology. Power comes from a 1.5-liter turbo four-cylinder in most versions, but this engine doesn't make the Equinox particularly swift. The uplevel engine is a 252-hp, 2.0-liter turbo four-cylinder mated to a nine-speed automatic, and a diesel engine is also available. Ride and handling are quite accomplished. The cabin is quiet and the controls are straightforward and easy to use, including the MyLink infotainment system. It's too bad that the interior is a bit drab. Forward-collision warning with low-speed automatic braking, blind-spot warning, and rear cross-traffic alert are available.



Base Price: \$23,580–\$37,230

Body Styles: 4-door SUV

Trim Lines: L, LS, LT, Premier

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (170 hp); 1.6-

liter 4 turbodiesel (136 hp); 2.0-liter 4

turbo (252 hp)

Transmissions: 6-speed automatic;

9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....183

Width (in.).....73

Height (in.).....65

Wheelbase (in.).....107

Weight (lbs.).....3,540

% weight front/rear.....57/43

Cargo Measurement

Max. Load (lbs.).....995

Cargo Volume, cu.ft.....32

Towing Capacity (lbs.).....3,500

Fuel

Regular or diesel

CR overall mpg.....25

Overall Score	65
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	78
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Worse than average	⬆	⬆



Chevrolet Impala



✓ The Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, and handling is secure and responsive. The full-featured cabin stays very quiet and features a sumptuous backseat. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced electronic safety features are readily available. Recent updates include the addition of Apple CarPlay capability and wireless cell-phone charging.



Base Price: \$27,500-\$40,915

Body Styles: sedan

Trim Lines: LS, LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (197 hp); 3.6-liter V6 (305 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	201
Width (in.)	73
Height (in.)	59
Wheelbase (in.)	112
Weight (lbs.)	3,855
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lbs.)	945
Cargo Volume, cu.ft.	19
Towing Capacity (lbs.)	1,000

Fuel

Regular	
CR overall mpg	22

Overall Score	86
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	91
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

Chevrolet Malibu



Swoopy styling and modern powertrains are highlights of Chevrolet's redesigned Malibu. The new car is competitive among midsize sedans, with a quiet cabin and easy-to-use controls. In tests we found the Malibu to be quiet, with a comfortable ride and responsive handling. Two four-cylinder turbo engines are offered: a 1.5-liter with a six-speed automatic—which got 29 mpg in our tests—and a more powerful and refined 2.0-liter backed by an eight-speed automatic. A new hybrid, utilizing some of the Chevrolet Volt's technology, is also available. It got an impressive 41 mpg overall in our tests. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. But the cloth seats are a bit short on support. The rear seat is roomy, so long-legged passengers can stretch out.



Base Price: \$21,680-\$30,975

Body Styles: sedan

Trim Lines: Hybrid, L, LS, LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (160 hp); 1.8-liter 4 hybrid (182 hp); 2.0-liter 4 turbo (250 hp)

Transmissions: 6-speed automatic; 9-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	194
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	112
Weight (lbs.)	3,125
% weight front/rear	61/39
Cargo Measurement	
Max. Load (lbs.)	900
Cargo Volume, cu.ft.	16
Towing Capacity (lbs.)	1,000

Fuel

Regular	
CR overall mpg	29-41

Overall Score	68
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	79-80
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average		

Chevrolet Silverado 1500



The Silverado and similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. Cabin access is easy, controls simple, and towing and payload capacities generous. Fuel economy from the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels sluggish. Other available engines are a 4.3-liter V6 and powerful 6.2-liter V8. Some shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. More versions now get the eight-speed automatic, which should improve engine response. Other changes include available automatic emergency braking and the addition of Android Auto and Apple CarPlay.



Base Price: \$27,785-\$55,275

Body Styles: crew cab; extended cab; regular cab

Trim Lines: Custom, High Country, LS, LT, LTZ, WT

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear

Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	230
Width (in.)	80
Height (in.)	74
Wheelbase (in.)	144
Weight (lbs.)	5,415
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lbs.)	1,705
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	11,200

Fuel

Regular	
CR overall mpg	16

Overall Score	57
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Chevrolet Sonic



✓ The Chevrolet Sonic hatchback and sedan possess a relatively comfortable ride and a quiet cabin for a subcompact. Fuel economy of 28 mpg overall is nothing to boast about. Handling is secure but a bit twitchy because of the overly quick steering. The sedan has a large trunk; the hatch offers more utility. Creature comforts such as keyless entry and push-button start, and optional heated seats and steering wheel bring some maturity to the subcompact. A standard 7-inch touch screen is backed by Android Auto and Apple CarPlay. On the safety front, optional forward-collision warning and lane-departure warning are welcome additions.



Base Price: \$15,145-\$21,215

Body Styles: 4-door hatchback; sedan

Trim Lines: LS, LT, Premier, RS

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (138 hp); 1.8-liter 4 (138 hp)

Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	174
Width (in.)	68
Height (in.)	60
Wheelbase (in.)	99
Weight (lbs.)	2,765
% weight front/rear	62/38
Cargo Measurement	
Max. Load (lbs.)	895
Cargo Volume, cu.ft.	15
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	28

Overall Score	63
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	66
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	*	*
Engine Minor	⬆️	*	*
Engine Cooling	⬆️	*	*
Transmission Major	⬆️	*	*
Transmission Minor	⬆️	*	*
Drive System	⬆️	*	*
Fuel System	⬆️	*	*
Electrical	⬆️	*	*
Climate System	⬆️	*	*
Suspension	⬆️	*	*
Brakes	⬆️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬆️	*	*
Body Hardware	⬆️	*	*
Power Equipment	⬆️	*	*
In-Car Electronics	⬆️	*	*
USED CAR VERDICTS	⬆️		
NEW CAR PREDICTION	Average ⬆️		



Chevrolet Spark



With a slightly longer wheelbase and lower roof, the redesigned Spark looks less goofy than the original version. Power comes from a 98-hp, 1.4-liter four-cylinder that delivers leisurely acceleration along with plenty of engine drone. Handling is very responsive, but the overly sensitive steering makes it feel unsettling at speed. The ride is unyieldingly stiff. Inside, the elevated seating position gives the driver a commanding view out. The rear seat, however, is best suited for a backpack. The MyLink infotainment system has a 7-inch color display, making the Spark up-to-date on the connectivity front. Other updates include forward-collision warning and lane-departure warning.



Base Price: \$13,000-\$17,425
Body Styles: 4-door hatchback
Trim Lines: 1LT, 2LT, ACTIV, LS
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.4-liter 4 (98 hp)
Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 143
Width (in.)63
Height (in.)58
Wheelbase (in.)94
Weight (lbs.) 2,280
% weight front/rear64/.36

Cargo Measurement

Max. Load (lbs.) 660
Cargo Volume, cu.ft. 11
Towing Capacity (lbs.) NR

Fuel

Regular
CR overall mpg 33

Overall Score	47
Predicted Reliability	
Owner Satisfaction	
Road Test Score	47
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	
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Chevrolet Suburban



If you need space for seven or more people, all their stuff, and towing capacity to boot, few SUVs other than the Suburban will do. This behemoth has a sumptuous and quiet interior, power-folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your standard hauler, with a 5.3-liter V8 mated to a six-speed automatic and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on the Premier improves ride comfort and handling response and capability. Recent updates include available lane-keeping assist, plus Apple CarPlay.



Base Price: \$53,150-\$67,830
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 224
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 130
Weight (lbs.) 5,945
% weight front/rear 52/48

Cargo Measurement

Max. Load (lbs.) 1,455
Cargo Volume, cu.ft. 62.5
Towing Capacity (lbs.) 8,000

Fuel

Regular
CR overall mpg 16

Overall Score	53
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	
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Chevrolet Tahoe



The Tahoe has a luxurious and quiet interior, but the ride is too stiff and the third-row seat is tight. In addition, the 5.3-liter V8 and six-speed automatic combine to form a lackluster powertrain that returned 16 mpg overall. The touch-screen infotainment system is easy to use, and the front seats are very comfortable. The Magnetic Ride Control suspension on the Premier trim improves ride comfort, as well as handling response and capability. Properly equipped versions can tow 8,500 pounds. But if towing isn't your main concern, car-based SUVs drive better and are roomier. Lane-keeping assist is now available, joining the already-available blind-spot monitoring and cross-traffic alert systems. A 6.2-liter V8, paired with a 10-speed automatic transmission, is available on the new RST trim.



Base Price: \$47,450–\$73,210

Body Styles: 4-door SUV

Trim Lines: LS, LT, Premier, RST

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear, 3 third

Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	81
Height (in.)	74
Wheelbase (in.)	116
Weight (lbs.)	5,635
% weight front/rear	52/48
Cargo Measurement	
Max. Load (lbs.)	1,580
Cargo Volume, cu.ft.	47.5
Towing Capacity (lbs.)	8,300

Fuel

Regular	
CR overall mpg	16

Overall Score	53
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	16	17
Engine Major	⬆️	⬆️
Engine Minor	⬆️	⬆️
Engine Cooling	⬆️	⬆️
Transmission Major	⬆️	⬆️
Transmission Minor	⬆️	⬆️
Drive System	⬆️	⬆️
Fuel System	⬆️	⬆️
Electrical	⬆️	⬆️
Climate System	⬆️	⬆️
Suspension	⬆️	⬆️
Brakes	⬆️	⬆️
Exhaust	⬆️	⬆️
Paint/Trim	⬆️	⬆️
Noises/Leaks	⬆️	⬆️
Body Hardware	⬆️	⬆️
Power Equipment	⬆️	⬆️
In-Car Electronics	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️
NEW CAR PREDICTION	Worse than average	⬆️

Chevrolet Traverse



After almost a decade, the three-row Traverse has been redesigned for 2018. It's based on the same platform as the new GMC Acadia but is longer and even roomier. The new Traverse has a quiet interior; steady, composed ride; and responsive handling. Note that the Traverse is longer and more cumbersome to park and maneuver. The 3.6-liter V6 supplies ample power. The infotainment system is comprehensive and intuitive. Like the Acadia, the new Traverse has a rear-seat reminder to ensure that no infants are left behind. Maximum seating capacity is eight, but most versions will be seven-passenger configurations with second-row captain's chairs, which provide decent access to the relatively spacious third-row seat. Unfortunately, buyers have to opt for the Premier trim in order to get active safety features, which means spending more than \$50,000.



Base Price: \$29,930–\$52,050

Body Styles: 4-door SUV

Trim Lines: High Country, L, LS, LT, Premier, RS

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 3 third

Engines: 2.0-liter 4 turbo (255 hp); 3.6-liter V6 (310 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	79
Height (in.)	71
Wheelbase (in.)	121
Weight (lbs.)	4,695
% weight front/rear	57/43
Cargo Measurement	
Max. Load (lbs.)	1,450
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	5,000

Fuel

Regular	
EPA combined mpg	20

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average	⬆️	⬆️



Chevrolet Trax



This bite-sized crossover, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder and six-speed automatic, which didn't deliver impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. Pronounced engine noise and a stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At \$26,000, our Trax LT AWD test car cost as much as larger, more substantial SUVs such as the Subaru Forester.



Base Price: \$21,000–\$27,600
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 167
 Width (in.) 70
 Height (in.) 66
 Wheelbase (in.) 101
 Weight (lbs.) 3,255
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lbs.) 945
 Cargo Volume, cu.ft. 26
 Towing Capacity (lbs.) NR

Fuel

Regular
 CR overall mpg 25

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Chevrolet Volt



GM's second-generation electric car with a backup gas engine is much improved. It is quicker and quieter, rides more comfortably, and has easier-to-use controls. Electric-only range is 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240-volt connection. We got 38 mpg in gas mode. This new 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Visibility is still limited, and the rear seat is cramped and awkward to get into. However, the infotainment system is among the best. The Volt's tepid heat makes the heated seats and steering wheel must-have features.



Base Price: \$33,220–\$37,570
Body Styles: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 electric (149 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 180
 Width (in.) 71
 Height (in.) 56
 Wheelbase (in.) 106
 Weight (lbs.) 3,520
 % weight front/rear 60/40

Cargo Measurement

Max. Load (lbs.) 750
 Cargo Volume, cu.ft. 11
 Towing Capacity (lbs.) NR

Fuel

Regular
 CR overall mpg 105

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Chrysler 300



Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults, along with comfortable seats and attractive trim. The 5.7-liter V8 is punchy but thirsty. We prefer the 3.6-liter V6, which got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic. All-wheel drive is optional. A stately ride, responsive handling, and a quiet cabin make the 300 feel like a true luxury car at thousands less than luxury brands charge. The UConnect infotainment system is one of the best in the industry. The last freshening added a rotating gearshift knob, a big driver-info screen in the gauge cluster, and a host of modern safety gear.



Base Price: \$32,340–\$45,270

Body Styles: sedan

Trim Lines: C, Limited, S, Touring, Touring L

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	199
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	120
Weight (lbs.)	4,095
% weight front/rear	52/48
Cargo Measurement	
Max. Load (lbs.)	865
Cargo Volume, cu.ft.	16
Towing Capacity (lbs.)	1,000

Fuel

Regular	
CR overall mpg.	20-22

Overall Score	65-66
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	83-84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Worse than average ⬇️		

Chrysler Pacifica



✓ The Pacifica is much better than the Chrysler Town & Country minivan it replaced. The new van is offered in seven- and eight-passenger configurations and retains the handy fold-into-the-floor second-row seats. But these seats have limited thigh support. The 3.6-liter V6, paired with a nine-speed automatic transmission, provides ample power and gets an impressive 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available with an electric range of about 30 miles. The latest version of the UConnect touch-screen system is intuitive and easy to master. High-end versions of the Pacifica feature individual screens, with built-in games, for the rear passengers.



Base Price: \$28,995–\$44,995

Body Styles: minivan

Trim Lines: L, Limited, LX, Touring, Touring L, Touring L Plus, Touring Plus

Drive Wheels: Front

Seating: 2 front, 3 rear, 3 third

Engines: 3.6-liter V6 hybrid (248 hp); 3.6-liter V6 (287 hp)

Transmissions: 9-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	80
Height (in.)	70
Wheelbase (in.)	122
Weight (lbs.)	4,535
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lbs.)	1,300
Cargo Volume, cu.ft.	66
Towing Capacity (lbs.)	3,600

Fuel

Regular	
CR overall mpg.	21-44

Overall Score	74-76
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	85-88
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			⬆️
Engine Minor			⬆️
Engine Cooling			⬆️
Transmission Major			⬆️
Transmission Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬆️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION	Average ⬆️		

Dodge Challenger



The look may be old-school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. The V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out is dreadful. The rear seat is relatively roomy, but access is awkward. Performance packages include a 485-hp, 6.4-liter V8; a 707-hp, 6.2-liter supercharged V8 in the Hellcat; and a 808-hp, 6.2-liter V8 in the Demon. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind-spot monitoring, rear cross-traffic alert, and forward-collision warning. A GT trim, with all-wheel drive and a V6 engine, is also available.



Base Price: \$26,995-\$85,595
Body Styles: coupe
Trim Lines: 392, GT, R/T, SRT, SRT Demon, SRT Hellcat, SXT, T/A
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (305 hp); 5.7-liter V8 (375 hp); 6.2-liter V8 supercharged (707 hp); 6.2-liter V8 supercharged (808 hp); 6.4-liter V8 (485 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)198
 Width (in.)76
 Height (in.)57
 Wheelbase (in.)116
 Weight (lbs.)4,190
 % weight front/rear54/46

Cargo Measurement

Max. Load (lbs.)865
 Cargo Volume, cu.ft.16
 Towing Capacity (lbs.)1,000

Fuel

Regular or premium
 CR overall mpg20

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average 		

Dodge Charger



Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp, 6.4-liter or the Hellcat's 707-hp supercharged V8. All-wheel drive is optional on mainstream versions. Automatic emergency braking and lane-keeping assist are available. The well-designed UConnect touch-screen infotainment system is optional.



Base Price: \$28,495-\$67,995
Body Styles: sedan
Trim Lines: Daytona, GT, R/T, SE, SRT, SRT Hellcat, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (370 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (485 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)198
 Width (in.)75
 Height (in.)58
 Wheelbase (in.)120
 Weight (lbs.)4,335
 % weight front/rear54/46

Cargo Measurement

Max. Load (lbs.)865
 Cargo Volume, cu.ft.16
 Towing Capacity (lbs.)1,000

Fuel

Regular or premium
 CR overall mpg20-22

Overall Score	63-65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82-85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average 		

Dodge Durango



Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with ample creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps make for smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional UConnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors can tow. Limited visibility is a downside. An SRT version with 475-hp, 6.4-liter V8 is new for 2018.



Base Price: \$29,995–\$62,995

Body Styles: 4-door SUV

Trim Lines: Citadel, GT, R/T, SRT, SXT

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.4-liter V8 (475 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	76
Height (in.)	71
Wheelbase (in.)	120
Weight (lbs.)	5,105
% weight front/rear	50/50
Cargo Measurement	
Max. Load (lbs.)	1,200
Cargo Volume, cu.ft.	44
Towing Capacity (lbs.)	6,200

Fuel

Regular	
CR overall mpg	18

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Dodge Grand Caravan



The Dodge Grand Caravan continues on, as its corporate sibling Chrysler Town & Country has been replaced, complete with a new name: Pacifica. The Dodge offers a lower price, but there is no escaping the reality that this is an older design that falls short as a family road-trip machine. For instance, the second-row seats are thin, low, and uncomfortable. Although the 283-hp V6 is powerful, its fuel economy is lousy at just 17 mpg overall—the worst among all minivans in our tests. And the van scored a Poor in the IIHS small-overlap frontal crash test. Don't be swayed by the massive incentives that will probably be available on this minivan, already the cheapest one on the market.



Base Price: \$25,995–\$34,395

Body Styles: minivan extended

Trim Lines: GT, SE, SE Plus, SXT

Drive Wheels: Front

Seating: 2 front, 2 rear, 3 third

Engines: 3.6-liter V6 (283 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	203
Width (in.)	79
Height (in.)	68
Wheelbase (in.)	121
Weight (lbs.)	4,685
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lbs.)	1,150
Cargo Volume, cu.ft.	61.5
Towing Capacity (lbs.)	3,600

Fuel

Regular	
CR overall mpg	17

Overall Score	59
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	72
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Dodge Journey



On paper, the midsize Journey SUV may sound compelling, but in our tests, we found that it has a confining interior and lacks agility, and the V6 delivers the worst fuel economy in its class. Added to that, it suffers from poor performance in the IIHS small-overlap frontal crash test. But it rides well, the cabin is relatively quiet, and it offers a snug third-row seat. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere, even at the airport rental lot.



Base Price: \$22,495-\$32,495
Body Styles: 4-door SUV
Trim Lines: Crossroad, GT, SE, SXT
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (173 hp); 3.6-liter V6 (283 hp)
Transmissions: 4-speed automatic; 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)192
Width (in.)72
Height (in.)68
Wheelbase (in.)114
Weight (lbs.)4,410
% weight front/rear55/45
Cargo Measurement
Max. Load (lbs.)1,165
Cargo Volume, cu.ft.37
Towing Capacity (lbs.)2,500

Fuel

Regular
CR overall mpg16

Overall Score	41
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average 		

Fiat 124



The Fiat 124 Spider is essentially a rebadged Mazda Miata, but it's powered by a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable and gets its own exterior styling. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. Though that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. The Fiat has more comfortable seats than the Miata. Different suspension tuning lets the 124 corner with slightly less body lean. But the ride is jittery and the cabin is very noisy, even with the top up. It takes some time to get used to the Mazda-sourced controls. The sportier Abarth version features tighter handling. Like with the Miata, opening and closing the manual top is a breeze. The two-seater cabin is very tight.



Base Price: \$24,995-\$28,195
Body Styles: convertible
Trim Lines: Abarth, Classica, Lusso
Drive Wheels: Rear
Seating: 2 front
Engines: 1.4-liter 4 turbo (160 hp); 1.4-liter 4 turbo (164 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)160
Width (in.)69
Height (in.)49
Wheelbase (in.)91
Weight (lbs.)2,450
% weight front/rear54/46
Cargo Measurement
Max. Load (lbs.)340
Cargo Volume, cu.ft.5
Towing Capacity (lbs.)NR

Fuel

Premium
CR overall mpg31

Overall Score	52
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average 		

Fiat 500



The 500's alert handling, free-revving engine, and crisp-shifting manual make it engaging to drive. The base engine and manual returned 33 mpg overall, but it lacks low-end thrust. The 135-hp turbo improves the experience. On all versions the ride is choppy and the cabin noisy. Head room up front is good, but some will find the steering wheel too far away and the driving position awkward. The tight rear seats are difficult to access, and the cargo area is miniscule. The convertible top can be pulled back like a sunroof or fully dropped. The Abarth is quick and grips well, and the electric 500e is enjoyable for its silence and efficiency. The 500 scored a Poor in the IIHS small-overlap crash test.



Base Price: \$14,995-\$32,995

Body Styles: 2-door hatchback; convertible

Trim Lines: Abarth, e, Lounge, Pop

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: Electric (111 hp); 1.4-liter 4 (101 hp); 1.4-liter 4 turbo (160 hp)

Transmissions: 6-speed automatic; 5-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....140
Width (in.).....64
Height (in.).....60
Wheelbase (in.).....91
Weight (lbs.).....2,415
% weight front/rear.....62/38

Cargo Measurement

Max. Load (lbs.).....750
Cargo Volume, cu.ft.....10
Towing Capacity (lbs.).....NR

Fuel

Regular, premium, or electric

CR overall mpg.....28-34

Overall Score	32-45
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	52-66
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆️	*	*
Engine Minor	⬇️	*	*
Engine Cooling	⬆️	*	*
Transmission Major	⬆️	*	*
Transmission Minor	⬆️	*	*
Drive System	⬇️	*	*
Fuel System	⬆️	*	*
Electrical	⬇️	*	*
Climate System	⬆️	*	*
Suspension	⬇️	*	*
Brakes	⬇️	*	*
Exhaust	⬆️	*	*
Paint/Trim	⬆️	*	*
Noises/Leaks	⬆️	*	*
Body Hardware	⬇️	*	*
Power Equipment	⬇️	*	*
In-Car Electronics	⬇️	*	*
USED CAR VERDICTS	⬇️		
NEW CAR PREDICTION	Much worse than average ⬇️		

Fiat 500L



This Italian confection feels undercooked and has several significant flaws. It earned a dismal road-test score, thanks in part to a stiff ride, flat seats, and an odd, almost bus-like driving position. The 500L scored a Poor in the IIHS small-overlap frontal test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, provides impressive interior space for its size along with good visibility, super-easy cabin access, and a commendable 27 mpg overall from the 1.4-liter turbo engine. Fortunately, Fiat has dropped the dual-clutch transmission we tested, and now equips the 500L with a conventional six-speed automatic. Alas, the 500L is too undeveloped, and several significant flaws keep it from scoring high enough in our testing to be recommended.



Base Price: \$20,995-\$23,695

Body Styles: 4-door hatchback

Trim Lines: Lounge, Pop, Trekking

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (160 hp)

Transmissions: 6-speed automatic

Overall Score	30
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	50
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⬇️		

Facts & Figures

Exterior Dimensions

Length (in.).....167
Width (in.).....70
Height (in.).....66
Wheelbase (in.).....103
Weight (lbs.).....3,330
% weight front/rear.....61/39

Cargo Measurement

Max. Load (lbs.).....860
Cargo Volume, cu.ft.....22.5
Towing Capacity (lbs.).....NR

Fuel

Premium

CR overall mpg.....27

Fiat 500X



With its adorable styling you almost want to hug the 500X. But the more time you spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: the 160-hp, 1.4-liter turbo and a 180-hp, 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. The interior has some flair and a number of available features, such as automatic emergency braking, blind-spot monitoring, and heated seats.



Base Price: \$19,995–\$27,050
Body Styles: 4-door SUV
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)
Transmissions: 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....167
 Width (in.).....71
 Height (in.).....64
 Wheelbase (in.).....101
 Weight (lbs.).....3,280
 % weight front/rear.....61/39

Cargo Measurement

Max. Load (lbs.).....1,080
 Cargo Volume, cu.ft.....19.5
 Towing Capacity (lbs.).....NR

Fuel

Regular
 CR overall mpg.....23

Overall Score	35
Predicted Reliability	
Owner Satisfaction	
Road Test Score	50
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Ford C-MAX



Based on the compact Focus, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. Regenerative braking helps with fuel economy but makes the brake pedal feel touchy. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. We measured an excellent 37 mpg overall. The Energi plug-in can travel in electric-only mode for about 18 miles before switching to hybrid operation. It takes 6 hours to charge on 120-volt and 2 hours on 240-volt. Ford's Sync 3 infotainment system is standard.



Base Price: \$24,175–\$30,120
Body Styles: wagon
Trim Lines: Energi, Hybrid SE, Hybrid SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 electric (188 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.).....174
 Width (in.).....72
 Height (in.).....64
 Wheelbase (in.).....104
 Weight (lbs.).....3,615
 % weight front/rear.....58/42

Cargo Measurement

Max. Load (lbs.).....825
 Cargo Volume, cu.ft.....28
 Towing Capacity (lbs.).....NR

Fuel

Regular
 CR overall mpg.....37-47

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Ford EcoSport



The new Ford Fiesta-based EcoSport jumps into the subcompact crossover market, featuring a tall stance and a side-hinged rear hatch door. The EcoSport offers a choice of two engines: A 1.0-liter turbocharged three-cylinder and 2.0-liter four-cylinder. A six-speed automatic transmission is standard. The 2.0-liter engine comes with standard all-wheel drive. Fuel economy is assisted by automatic start/stop on both engines. The EcoSport features Ford's Sync 3 infotainment system with an eight-inch screen atop the center dash. It has Android Auto and Apple CarPlay phone integration capability. Blind-spot warning with cross-traffic warn- ing is offered on higher trims.



Base Price: \$19,995-\$26,740
Body Styles: 4-door SUV
Trim Lines: S, SE, SES, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (166 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	161
Width (in.)	70
Height (in.)	65
Wheelbase (in.)	99
Weight (lbs.)	3,325
% weight front/rear	NA
Cargo Measurement	
Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	2,000

Fuel

Regular	
EPA combined mpg	NA

Overall Score	NA
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⚠		

Ford Edge



✓ The Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge likewise delivers a steady, comfortable ride and confident handling that makes it fun to drive. The standard 2.0-liter turbo four-cylinder gets 21 mpg and is more pleasant than the 3.5-liter V6. A twin-turbo, 2.7-liter V6 is offered on the Sport trim. All use a smooth six-speed automatic transmission. Front- and all-wheel-drive versions are available. The quiet cabin wouldn't be out of place in a luxury car. The roomy interior provides comfortable quarters, front and rear, and cargo space is generous. Ford's Sync 3 infotainment system is comprehensive and easy to use. Safety options include blind-spot monitoring, rear cross-traffic alert, and front and rear cameras.



Base Price: \$28,950-\$40,900
Body Styles: 4-door SUV
Trim Lines: SE, SEL, Sport, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.7-liter V6 turbo (315 hp); 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	188
Width (in.)	76
Height (in.)	69
Wheelbase (in.)	112
Weight (lbs.)	4,205
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lbs.)	935
Cargo Volume, cu.ft.	39
Towing Capacity (lbs.)	3,500

Fuel

Regular	
CR overall mpg	21

Overall Score	71
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⚠	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⚠	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⚠	⬆
In-Car Electronics	⚠	⚠	⬆
USED CAR VERDICTS	⚠	⚠	⬆
NEW CAR PREDICTION	Average ⚠		

Ford Escape



✓ The Ford Escape has 1.5- and 2.0-liter turbocharged engines with a start/stop system. Unfortunately, fuel economy isn't great with the 1.5-liter, at just 23 mpg overall, and when the engine shuts off at idle the A/C weakens. The fleet-footed Escape has impressive handling prowess, which makes it one of the sportiest models in the small-SUV class. It also has a taut, controlled ride and a quiet interior, but the rear seat is a bit low and the cushion is short. The impressive Sync 3 system is standard. One new feature is Sync Connect, a smartphone app that allows owners to use their cell phone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS. Advanced safety features such as forward-collision warning are optional.



Base Price: \$23,750-\$31,000
Body Styles: 4-door SUV
Trim Lines: S, SE, SES, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (179 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (168 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....178
 Width (in.).....72
 Height (in.).....66
 Wheelbase (in.).....106
 Weight (lbs.).....3,695
 % weight front/rear.....58/42

Cargo Measurement

Max. Load (lbs.).....825
 Cargo Volume, cu.ft.....34
 Towing Capacity (lbs.).....2,000

Fuel

Regular
 CR overall mpg.....23

Overall Score	69
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	75
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	!	!	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	!	!
USED CAR VERDICTS	!	!	!
NEW CAR PREDICTION	Average !		

Ford Expedition



The redesigned 2018 Expedition full-sized SUV shaves 300 pounds off its predecessor's weight to bolster efficiency and performance, while piling on new comfort, convenience, and safety features. The updated 3.5-liter EcoBoost V6 engine adds a fuel-saving start/stop system, and it is mated to a 10-speed automatic transmission. The modern cabin provides seating for eight, with Ford claiming that third-row passenger room has improved. Both the second- and third-row seats can be folded flat with a button push. Available safety features will use both camera and radar technology, and they include automatic braking, lane-keep assist, active cruise control, and blind-spot monitors that can see to all the way to a trailer's flanks. The extended-length version is now called MAX.



Base Price: \$51,695-\$74,500
Body Styles: 4-door SUV; extended SUV
Trim Lines: Limited, Platinum, XLT
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo (400 hp)
Transmissions: 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....222
 Width (in.).....82
 Height (in.).....76
 Wheelbase (in.).....131
 Weight (lbs.).....6,265
 % weight front/rear.....50/50

Cargo Measurement

Max. Load (lbs.).....NA
 Cargo Volume, cu.ft.....NA
 Towing Capacity (lbs.).....9,300

Fuel

Regular or premium
 EPA combined mpg.....NA

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	!	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	!	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	!	⬆
USED CAR VERDICTS	!	⬆	⬆
NEW CAR PREDICTION	Average !		

Ford Explorer



Though it is roomy and has a livable third-row seat, the Explorer trails the competition. Handling is ungainly, the ride is not entirely settled, and the nonturbo V6 powertrain is unrefined. Ford's three-row SUV offers a slew of optional safety systems, as well as a more fuel-efficient 2.3-liter turbo four-cylinder engine. The top-shelf Platinum trim level is quite luxurious. The front and rear 180-degree cameras have a wash function to keep the lens clean. Lane-keeping assist and adaptive cruise control are optional. The Sync 3 infotainment system is more user friendly than the previous MyFord Touch.



Base Price: \$31,160–\$53,235

Body Styles: 4-door SUV

Trim Lines: Base, Limited, Platinum, Sport, XLT

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.3-liter 4 turbo (280 hp); 3.5-liter V6 (290 hp); 3.5-liter V6 turbo (365 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	198
Width (in.)	79
Height (in.)	70
Wheelbase (in.)	113
Weight (lbs.)	4,780
% weight front/rear	54/46

Cargo Measurement

Max. Load (lbs.)	1,280
Cargo Volume, cu.ft.	42
Towing Capacity (lbs.)	5,000

Fuel

Regular	
CR overall mpg	18

Overall Score	56
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Ford F-150



Ford's big-selling pickup truck has an all-aluminum body, which saves about 700 pounds over steel. Engine choices include a 3.5-liter V6, 2.7- and 3.5-liter turbo V6s, and a 5.0-liter V8. For 2018 the 2.7-liter and the 3.5-liter turbo V6s are teamed with a 10-speed automatic transmission. Both are quiet and effortless, lending themselves to towing. Fuel economy is relatively palatable. In our tests the 2.7 got 17 mpg overall, 1 mpg better than the turbo 3.5. The 2.7 is also surprisingly quicker from 0 to 60 mph. The naturally aspirated 5.0-liter V8 is updated, as well, with more horsepower and torque. The cabin is very quiet but the ride is stiff. We recommend getting the optional Sync 3 infotainment system. The 2018 truck also gets pre-collision assist with pedestrian detection and adaptive cruise control. Diesel and hybrid versions are on the horizon.



Base Price: \$27,380–\$63,945

Body Styles: crew cab; extended cab; regular cab

Trim Lines: King Ranch, Lariat, Limited, Platinum, Raptor, XL, XLT

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear

Engines: 2.7-liter V6 turbo (325 hp); 3.3-liter V6 (290 hp); 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo (450 hp); 5.0-liter V8 (395 hp)

Transmissions: 6-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	232
Width (in.)	80
Height (in.)	77
Wheelbase (in.)	145
Weight (lbs.)	5,025
% weight front/rear	59/41

Cargo Measurement

Max. Load (lbs.)	1,925
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	10,700

Fuel

Regular	
CR overall mpg	16-17

Overall Score	70-71
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	78-80
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Ford Fiesta



This subcompact has agile handling that makes it fun to drive, as well as a supple, controlled ride. Interior fit and finish and equipment levels are among the best of the class, and the cabin is relatively quiet. But the rear seat is very cramped. Our tested 120-hp, 1.6-liter Fiesta with the five-speed manual delivered excellent fuel economy but felt sluggish. A six-speed automated manual tends to cause the car to stumble in stop-and-go traffic. The sporty Fiesta ST version is truly a treat to drive... if your kidneys can handle the stiff ride. Sync 3 has replaced the MyFord Touch infotainment system.



Base Price: \$13,660-\$21,140
Body Styles: 4-door hatchback; sedan
Trim Lines: S, SE, ST, Titanium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (120 hp); 1.6-liter 4 turbo (197 hp)
Transmissions: 5-speed manual; 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	174
Width (in.)	.68
Height (in.)	.58
Wheelbase (in.)	.98
Weight (lbs.)	2,665
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lbs.)	.825
Cargo Volume, cu.ft.	.13
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg.	29-33

Overall Score	42-48
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64-74
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Ford Flex



The boxy Flex combines SUV-like versatility with almost carlike driving dynamics. The interior is highly functional, with room for up to seven passengers in three rows, and its shipping-container shape works well for cargo. Rear visibility is hampered by big head restraints. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 gets just 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of only 1 mpg. The complicated and distracting MyFord Touch infotainment system has been replaced by the much better Sync 3 system.



Base Price: \$30,025-\$43,030
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (287 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	.202
Width (in.)	.80
Height (in.)	.68
Wheelbase (in.)	.118
Weight (lbs.)	4,820
% weight front/rear	.54/.46
Cargo Measurement	
Max. Load (lbs.)	.1,160
Cargo Volume, cu.ft.	.47.5
Towing Capacity (lbs.)	4,500

Fuel

Regular	
CR overall mpg.	18

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Ford Focus



Available as a sedan, a hatchback, and an electric version, the Focus feels solid and sophisticated, but it's plagued by poor reliability and, at low speeds, a jerky transmission. The car is fun to drive, thanks to its agile handling and supple, controlled ride. The cabin is quiet, with good-quality materials for the class. But the driving position is narrow compared with newer competitors. A new 123-hp, 1.0-liter three-cylinder turbo, shared with the smaller Fiesta, is available, but it's slow and returns the same 29 mpg overall as the 2.0-liter. Ford has replaced the problematic MyFord Touch infotainment system with the superior Sync 3 system. The sporty ST version is quick and fun, and sounds thrilling, and the new high-performance AWD RS comes with a 350-hp, turbo four-cylinder.



Base Price: \$16,775-\$36,120
Body Styles: 4-door hatchback; sedan
Trim Lines: Electric, RS, S, SE, SEL, ST, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (143 hp); 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (160 hp); 2.0-liter 4 turbo (252 hp); 2.3-liter 4 turbo (350 hp)
Trans: 6-spd auto; 5- & 6-spd manual; 6-spd seq; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.).....179
 Width (in.).....72
 Height (in.).....58
 Wheelbase (in.).....104
 Weight (lbs.).....2,990
 % weight front/rear..... 60/40
Cargo Measurement
 Max. Load (lbs.).....825
 Cargo Volume, cu.ft..... 13
 Towing Capacity (lbs.)..... NR

Fuel

Regular, premium, or electric
 CR overall mpg..... 26-107

Overall Score	43-51
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	62-76
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	★
Engine Minor	⬆️	⬆️	★
Engine Cooling	⬆️	⬆️	★
Transmission Major	⬇️	⬆️	★
Transmission Minor	⬇️	⬆️	★
Drive System	⚠️	⬆️	★
Fuel System	⬆️	⬆️	★
Electrical	⬆️	⬆️	★
Climate System	⬆️	⬆️	★
Suspension	⬆️	⬆️	★
Brakes	⬆️	⬆️	★
Exhaust	⬆️	⬆️	★
Paint/Trim	⬆️	⬆️	★
Noises/Leaks	⬆️	⬆️	★
Body Hardware	⬆️	⬆️	★
Power Equipment	⬆️	⬆️	★
In-Car Electronics	⬆️	⚠️	★
USED CAR VERDICTS	⬇️	⬇️	⬇️
NEW CAR PREDICTION	Much worse than average ⬇️		

Ford Fusion



✓ The Fusion is a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. A new high-end version, the Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter V6. It is quick, comfortable, and quiet, but it costs more than \$40,000. The Hybrid and Energi plug-in hybrid were updated with more-efficient electric motors. A rotary shift dial and Ford's improved Sync 3 infotainment system highlight the updates to the interior.



Base Price: \$22,610-\$41,120
Body Styles: sedan
Trim Lines: Energi (Platinum, SE Luxury, Titanium); Hybrid (Platinum, S, SE, Titanium); Platinum, S, SE, Sport, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (181 hp); 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (175 hp); 2.7-liter V6 turbo (325 hp)
Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....192
 Width (in.).....73
 Height (in.).....58
 Wheelbase (in.).....112
 Weight (lbs.).....3,505
 % weight front/rear..... 59/41
Cargo Measurement
 Max. Load (lbs.)..... 850
 Cargo Volume, cu.ft..... 16
 Towing Capacity (lbs.)..... 1,000

Fuel

Regular
 CR overall mpg..... 22-39

Overall Score	77-79
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	80-83
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬇️
In-Car Electronics	⬆️	⬆️	⬇️
USED CAR VERDICTS	⬆️	⬆️	⬇️
NEW CAR PREDICTION	Better than average ⬆️		

Ford Mustang



The Ford Mustang is significantly updated for 2018 with revised front and rear styling, updated interior, revised powertrains, and new high-tech options. The V6 has been retired, leaving the turbocharged 2.3-liter four-cylinder and 5.0-liter V8, each available with a new 10-speed automatic transmission. The V8 engine has been reworked to create more power and aid fuel economy. The rear suspension designed has been revised, and the Mustang is available with active damping to dynamically adjust shock performance. An increased emphasis on personalization enables drivers to set suspension, steering, exhaust sound, and other preferences with a memory setting. A suite of advanced safety features are offered, including forward-collision warning with pedestrian detection, lane-departure warning, and lane-keep assist.



Base Price: \$25,585-\$64,645
Body Styles: 2-door hatchback; convertible
Trim Lines: Base, GT, GT Premium, Premium, Shelby GT350
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.3-liter 4 turbo (310 hp); 5.0-liter V8 (460 hp); 5.2-liter V8 (526 hp)
Transmissions: 10-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....188
 Width (in.).....75
 Height (in.).....54
 Wheelbase (in.).....107
 Weight (lbs.).....3,845
 % weight front/rear.....54/46

Cargo Measurement

Max. Load (lbs.)..... 670
 Cargo Volume, cu.ft..... 14
 Towing Capacity (lbs.)..... 1,000

Fuel

Regular
 CR overall mpg..... 19-25

Overall Score	61-66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76-84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Ford Taurus



Putting styling ahead of interior comfort and driver visibility, the Taurus wasn't helped by the convoluted MyFord Touch control system. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic can be slow to shift and is not very smooth. A more fuel-efficient turbo four-cylinder is available. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. The SHO, with standard AWD, is quick but not engaging to drive. Ford has replaced the MyFord Touch infotainment system with the Sync 3 system, which is superior.



Base Price: \$27,345-\$42,520
Body Styles: sedan
Trim Lines: Limited, SE, SEL, SHO
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 3.5-liter V6 (288 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....203
 Width (in.).....76
 Height (in.).....61
 Wheelbase (in.).....113
 Weight (lbs.).....4,090
 % weight front/rear..... 60/40

Cargo Measurement

Max. Load (lbs.)..... 950
 Cargo Volume, cu.ft.....20
 Towing Capacity (lbs.)..... 1,000

Fuel

Regular or premium
 CR overall mpg..... 21

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Ford Transit Connect



This derivative of the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof you'd be challenged to find more passenger space for the money. The steady, supple ride and frisky handling are where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, a low-rent interior, cumbersome folding seats, and a skimpy level of standard features. Unlike a minivan, it doesn't have power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter turbo-four would be more frugal.



Base Price: \$23,010-\$30,325

Body Styles: van; wagon

Trim Lines: Titanium, XL, XLT

Drive Wheels: Front

Seating: 2 front, 3 rear, 2 third

Engines: 1.6-liter 4 turbo (173 hp); 2.5-liter 4 (169 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	190
Width (in.)	72
Height (in.)	72
Wheelbase (in.)	121
Weight (lbs.)	3,580
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lbs.)	1,270
Cargo Volume, cu.ft.	61
Towing Capacity (lbs.)	2,000

Fuel

Regular	
CR overall mpg	21

Overall Score	72
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	76
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Better than average ⬆️		

GMC Acadia



The Acadia is a very pleasant three-row SUV, particularly in the Denali trim. The ride is steady and composed, and handling is responsive. The most appropriate engine is the smooth 3.6-liter V6 that returned 19 mpg in our tests, which isn't a standout. A less powerful but still sound 2.5-liter four-cylinder is standard. This family-friendly three-row SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use. The outboard second-row seats can slide and tilt forward, even with a child seat in place. But many luxury features, such as four-way adjustable lumbar, a power sunroof shade, and auto-up windows, are missing even on our high-end Denali version. Available safety features include forward-collision warning with automatic braking, pedestrian detection, and blind-spot monitoring.



Base Price: \$29,070-\$47,070

Body Styles: 4-door SUV

Trim Lines: All Terrain, Denali, SL, SLE, SLT

Drive Wheels: Front, AWD

Seating: 2 front, 2 rear, 2 third

Engines: 2.5-liter 4 (193 hp); 3.6-liter V6 (310 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	194
Width (in.)	75
Height (in.)	66
Wheelbase (in.)	113
Weight (lbs.)	4,395
% weight front/rear	57/43
Cargo Measurement	
Max. Load (lbs.)	1,585
Cargo Volume, cu.ft.	40.5
Towing Capacity (lbs.)	4,000

Fuel

Regular	
CR overall mpg	19

Overall Score	57
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average ⬆️		

GMC Canyon



GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. In our tests the V6 version got 18 mpg overall, and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. Inside are the latest electronics, including the MyLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings. The V6 is now more powerful, and an eight-speed automatic is available.



Base Price: \$20,885-\$43,270

Body Styles: crew cab; extended cab

Trim Lines: Base, Denali, SLE, SLT

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	212
Width (in.)	74
Height (in.)	79
Wheelbase (in.)	128
Weight (lbs.)	4,500
% weight front/rear	57/43

Cargo Measurement

Max. Load (lbs.)	1,555
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	7,000

Fuel

Regular or diesel	
CR overall mpg	18-24

Overall Score	51-53
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67-69
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

GMC Sierra 1500



The Sierra and similar Chevrolet Silverado have relatively responsive handling and a spacious, quiet cabin. Benefits include easy cabin access, intuitive controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and powerful 6.2-liter V8. Its few shortcomings include a jittery ride and front seats that aren't as supportive as those in certain competitors. Lane-keeping assist is offered, and Android Auto and Apple CarPlay are available.



Base Price: \$28,405-\$55,955

Body Styles: crew cab; extended cab; regular cab

Trim Lines: Denali, SL, SLE, SLT

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear

Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	230
Width (in.)	80
Height (in.)	74
Wheelbase (in.)	144
Weight (lbs.)	5,415
% weight front/rear	59/41

Cargo Measurement

Max. Load (lbs.)	1,705
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	11,200

Fuel

Regular	
CR overall mpg	16

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

GMC Terrain



The redesigned Terrain and its twin, the Chevrolet Equinox, bring tidier dimensions, in line with the small SUV segment. The Terrain is positioned as a more premium offering. The base engine is a 170-hp 1.5-liter, and the uplevel choice is a 252-hp 2.0-liter. Both the 2.0-liter and the available four-cylinder diesel are mated to a nine-speed automatic. Unfortunately, the Terrain's gear selector is controlled by unintuitive-to-operate dash-mounted push buttons. GMC's IntelliLink infotainment system is one of the better systems on the market, and comes with Android Auto and Apple CarPlay compatibility. For active safety, forward-collision warning and low-speed automatic emergency braking, lane-keep assist with lane-departure warning, and blind-spot warning are offered.



Base Price: \$24,995-\$39,270

Body Styles: 4-door SUV

Trim Lines: Denali, SL, SLE, SLT

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (170 hp); 1.6-liter 4 turbodiesel (137 hp); 2.0-liter 4 turbo (252 hp)

Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	72
Height (in.)	65
Wheelbase (in.)	107
Weight (lbs.)	3,645
% weight front/rear	NA
Cargo Measurement	
Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	3,500

Fuel

Regular or diesel	
EPA combined mpg	23

Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

GMC Yukon



This near twin version of the Chevrolet Tahoe uses a 5.3-liter V8 and six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, although the Magnetic Ride Control suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine that comes on the Denali is also a meaningful upgrade, but it raises the price considerably. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Just as in the Tahoe, the third-row seat is low and tiny. Automatic emergency braking, blind-spot monitoring, and lane-keep assist are optional.



Base Price: \$49,080-\$69,165

Body Styles: 4-door SUV

Trim Lines: Denali, SLE, SLT

Drive Wheels: Rear, AWD, 4WD

Seating: 3 front, 3 rear, 3 third

Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	204
Width (in.)	81
Height (in.)	74
Wheelbase (in.)	116
Weight (lbs.)	5,635
% weight front/rear	52/48
Cargo Measurement	
Max. Load (lbs.)	1,580
Cargo Volume, cu.ft.	47.5
Towing Capacity (lbs.)	8,200

Fuel

Regular	
CR overall mpg	16

Overall Score	53
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

GMC Yukon XL



This truck-based SUV is a twin of the Chevrolet Suburban. The third-row seat in the XL is a bit roomier than the one in the shorter GMC Yukon, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and a six-speed automatic that returns 16 mpg and feels slightly sluggish. It's too bad that you have to opt for the expensive Denali version to get the Magnetic Ride Control suspension, which improves ride comfort and handling response. The 6.2-liter engine on the Denali is also a meaningful upgrade, but it significantly increases the price. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Lane-keeping assist and Apple CarPlay capability are available.



Base Price: \$51,780–\$71,865

Body Styles: 4-door SUV

Trim Lines: Denali, SLE, SLT

Drive Wheels: Rear, AWD, 4WD

Seating: 3 front, 3 rear, 3 third

Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 224
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 130
Weight (lbs.) 5,945
% weight front/rear 52/48

Cargo Measurement

Max. Load (lbs.) 1,455
Cargo Volume, cu.ft. 62.5
Towing Capacity (lbs.) 8,000

Fuel

Regular
CR overall mpg 16

Overall Score	49
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Genesis G80



Hyundai's G80, previously known as the Genesis, delivers just about every feature and luxury attribute a buyer could imagine for about \$10,000 less than its competitors. Offered with a smooth and refined V6 or a potent V8, the G80 also has responsive handling and a comfortable ride, though it can't quite match its German rivals. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Standard advanced safety features include forward collision warning with automatic emergency braking, and blind-spot monitoring. A Sport version with a turbocharged 3.3-liter V6 is new for 2018.



Base Price: \$41,750–\$59,500

Body Styles: sedan

Trim Lines: 3.3T Sport, 3.8, 5.0

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.3-liter V6 turbo (365 hp); 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 197
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 119
Weight (lbs.) 4,530
% weight front/rear 52/48

Cargo Measurement

Max. Load (lbs.) 905
Cargo Volume, cu.ft. 15
Towing Capacity (lbs.) NR

Fuel

Regular or premium
CR overall mpg 20

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Genesis G90



✓ Hyundai's flagship sedan is the G90, which features a 5.0-liter V8 or a 3.3-liter turbocharged V6, the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive, addressing a shortcoming of the rear-drive-only Equus predecessor. The spacious cabin is bathed in soft-touch materials and decked out with wood and chrome trim, but it comes up short on wow factor. The ride is cushy and cossetting; the cabin is super-quiet. Handling is responsive, although not sporty. As is typical for this oft-chauffeur-driven class, the backseat is really the place to be. It has massaging seats, and controls in the rear armrest manage audio and climate settings. A complete suite of advanced safety features is standard.



Base Price: \$68,100–\$72,200

Body Styles: sedan

Trim Lines: Premium, Ultimate

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.3-liter V6 turbo (365 hp);
5.0-liter V8 (420 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)..... 205
Width (in.).....75
Height (in.).....59
Wheelbase (in.).....124
Weight (lbs.).....4,820
% weight front/rear.....53/47

Cargo Measurement

Max. Load (lbs.)..... 880
Cargo Volume, cu.ft.....16
Towing Capacity (lbs.)..... NR

Fuel

Regular or premium
CR overall mpg.....18

Overall Score	81
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	89
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		⬇️

Honda Accord



The redesigned Accord joins other midsize sedans that have relinquished their V6s. Two turbocharged, four-cylinder engines are available. The base version is a 1.5-liter that's shared with the Honda CR-V SUV and Civic compact car. The new 192-hp engine is mated to a continuously variable transmission. The uplevel turbocharged 2.0-liter brings 252 hp and a slick 10-speed automatic transmission, but the gearbox uses an unintuitive push-button gear selector. A hybrid version is also available. The new infotainment system is a big improvement, and includes knobs for tuning and volume adjustment. Standard safety equipment includes automatic emergency braking system, lane-departure warning, adaptive cruise control, and lane-keep assist.



Base Price: \$23,570–\$35,800

Body Styles: sedan

Trim Lines: EX, EX-L, Hybrid, LX,
Sport, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 hybrid (212 hp);
1.5-liter 4 turbo (192 hp); 2.0-liter 4
turbo (252 hp)

Transmissions: 10-speed automatic;
6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....192
Width (in.).....73
Height (in.).....57
Wheelbase (in.).....111
Weight (lbs.).....3,245
% weight front/rear..... 60/40

Cargo Measurement

Max. Load (lbs.)..... 850
Cargo Volume, cu.ft.....17
Towing Capacity (lbs.).....1,000

Fuel

Regular
EPA combined mpg.....33

Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average		⬆️



Honda CR-V



✓ The CR-V gained features, space, and optional turbo power. While the base LX trim is fitted with a carryover 184-hp, 2.4-liter four-cylinder engine, EX and above trims sport a 190-hp, 1.5-liter turbo. Both are mated to a continuously variable transmission that works well. Fuel economy is impressive at 28 mpg overall for the EX. Handling is nimble and sure-footed, and the firm ride is steady. Road noise has been suppressed, resulting in a quieter cabin. The interior is very comfortable and roomy, particularly the rear seat, although the seats in the base LX are less supportive. EX and above trims get a standard 7-inch touch-screen infotainment system with Android Auto and Apple CarPlay compatibility and Garmin navigation, as well as standard automatic emergency braking and blind-spot warning.



Base Price: \$24,045-\$32,495
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (190 hp); 2.4-liter 4 (184 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 181
Width (in.) 73
Height (in.) 67
Wheelbase (in.) 105
Weight (lbs.) 3,450
% weight front/rear 58/42

Cargo Measurement

Max. Load (lbs.) 850
Cargo Volume, cu.ft. 36
Towing Capacity (lbs.) 1,500

Fuel

Regular
CR overall mpg. 27-28

Overall Score	83
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	82-83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆

USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average		⬆

Honda Civic



The Civic is substantial and capable. The 2.0-liter four-cylinder and optional 1.5-liter turbo deliver good fuel economy, and the turbo brings more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, the car's low stance means doing the limbo to get in and out. In addition, the front seats lack adjustable lumbar support, which could cause discomfort. We found Honda's infotainment system to be unintuitive--the only way to avoid it is to get the base LX. A four-door hatchback, Si, and a 306-hp Type-R performance versions are available.



Base Price: \$18,840-\$33,900
Body Styles: 4-door hatchback; coupe; sedan
Trim Lines: EX, EX-L, EX-T, LX, LX-P, Si, Sport, Sport Touring, Touring, Type R
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (174 hp); 1.5-liter 4 turbo (180 hp); 1.5-liter 4 turbo (205 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (306 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 106
Weight (lbs.) 2,745
% weight front/rear 61/39

Cargo Measurement

Max. Load (lbs.) 850
Cargo Volume, cu.ft. 13
Towing Capacity (lbs.) NR

Fuel

Regular or premium
CR overall mpg. 31-32

Overall Score	66-67
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	75-76
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆

USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average		⬆

Honda Clarity



The new Clarity comes in three versions: fully electric, plug-in hybrid, and hydrogen fuel-cell called FCV. This new FCV has a more compact hydrogen fuel cell and powertrain than in past versions, yet it has a claimed driving range beyond 300 miles. It takes 3 to 5 minutes to fully fuel it with hydrogen. The FCV can be leased for \$369 per month, at a retail price of about \$60,000. There is also a Clarity Electric version, which has a short EPA-rated range of 89 miles and is leased for \$269 per month. The Plug-In Hybrid, which will account for the majority of sales, arrives in late 2017 and will be available in all 50 states. It features a 40-mile all-electric range before the gas engine kicks in. All versions come standard with automatic emergency braking and blind-spot warning.



Base Price: \$35,000-\$50,000E

Body Styles: sedan

Trim Lines: Electric, Fuel Cell, Plug-in

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (161 hp); Electric (174 hp)

Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	108
Weight (lbs.)	4,135
% weight front/rear	57/43

Cargo Measurement

Max. Load (lbs.)	850
Cargo Volume, cu.ft.	13
Towing Capacity (lbs.)	NR

Fuel

Electric or hydrogen	
EPA combined mpg	68

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬇️		

Honda Fit



✓ The Honda Fit subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multi configurable seating, the Fit delivers versatility similar to a that of small SUV. The Fit gets great fuel economy at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters; the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. For 2018 the Fit gets a freshening and offers the Honda Sensing suite of advanced safety features.



Base Price: \$16,190-\$21,520

Body Styles: 4-door hatchback

Trim Lines: EX, EX-L, LX, Sport

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 (128 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	161
Width (in.)	67
Height (in.)	60
Wheelbase (in.)	99
Weight (lbs.)	2,625
% weight front/rear	62/38

Cargo Measurement

Max. Load (lbs.)	850
Cargo Volume, cu.ft.	17
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	33

Overall Score	64
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Honda HR-V



Based on the Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. The front seat is short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry. We prefer the LX trim over the EX for its simpler audio controls.



Base Price: \$19,570-\$26,340
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, LX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (141 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....169
 Width (in.).....70
 Height (in.).....63
 Wheelbase (in.).....103
 Weight (lbs.).....3,045
 % weight front/rear..... 60/40

Cargo Measurement

Max. Load (lbs.)..... 850
 Cargo Volume, cu.ft.....32
 Towing Capacity (lbs.)..... NR

Fuel

Regular
 CR overall mpg.....29

Overall Score	67
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	66
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

Honda Odyssey



The all-new fifth-generation Odyssey packs in more refinement, quietness, fuel economy, and an improved infotainment system. Its interior flexibility has improved, too, with the ability to slide the second-row outboard seats sideways. Several connectivity and storage features keep the entire family happy. The 280 hp 3.5-liter V6 engine supplies ample power and is teamed with a fairly unobtrusive nine-speed automatic transmission. The top trims, Touring and Elite, get a slicker 10-speed transmission. The powertrain is smooth, punchy, and quiet, but there is no all-wheel-drive option. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the pushbutton gear selector is a nuisance to use when parking. An optional 8-inch infotainment touch screen is easier to use than the previous offering, but it can still be distracting.



Base Price: \$29,990-\$46,670
Body Styles: minivan
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 9-speed automatic; 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....203
 Width (in.).....79
 Height (in.).....68
 Wheelbase (in.).....118
 Weight (lbs.).....4,490
 % weight front/rear.....55/45

Cargo Measurement

Max. Load (lbs.)..... 1,340
 Cargo Volume, cu.ft.....71.5
 Towing Capacity (lbs.)..... 3,500

Fuel

Regular
 CR overall mpg.....22

Overall Score	76
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	82
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average		

Honda Pilot



✓ The Pilot is quick, comfortable, and refined, but it's not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 that is rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride to be comfortable but handling ungainly. The infotainment system is unintuitive. Touring and Elite trims get a nine-speed that doesn't shift very smoothly and is stuck with an unintuitive push-button gear selector. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes automatic emergency braking.



Base Price: \$30,595-\$47,070

Body Styles: 4-door SUV

Trim Lines: Elite, EX, EX-L, LX, Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 3 third

Engines: 3.5-liter V6 (280 hp)

Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	79
Height (in.)	70
Wheelbase (in.)	111
Weight (lbs.)	4,280
% weight front/rear	57/43
Cargo Measurement	
Max. Load (lbs.)	1,340
Cargo Volume, cu.ft.	48
Towing Capacity (lbs.)	5,000

Fuel

Regular	
CR overall mpg	20

Overall Score	74
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Honda Ridgeline



✓ Honda's smart pickup is built on the same platform as the Honda Pilot and looks more conventional than the previous generation. It retains the unit-body construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine mated to a six-speed automatic transmission. We got 20 mpg overall in our tests, the best of any non-diesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The available Honda Sensing safety system includes automatic emergency braking.



Base Price: \$29,630-\$43,120

Body Styles: crew cab

Trim Lines: Black Edition, RT, RTL, RTL-E, RTL-T, RTS, Sport

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (280 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	210
Width (in.)	79
Height (in.)	71
Wheelbase (in.)	125
Weight (lbs.)	4,415
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lbs.)	1,325
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	5,000

Fuel

Regular	
CR overall mpg	20

Overall Score	70
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			⬆️
Engine Minor			⬆️
Engine Cooling			⬆️
Transmission Major			⬆️
Transmission Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬆️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION	Average ⬆️		

Hyundai Accent



With its all-new platform, the fourth-generation Accent sedan (the hatchback has been dropped) sits lower, wider, and slightly longer than before. The changes bring increased passenger space for both the front and rear seats. Cabin technology makes a step forward, with the top-level Limited trim benefiting from a 7-inch touch-screen infotainment system, along with voice recognition, and Android Auto and Apple CarPlay compatibility. The 1.6-liter, four-cylinder engine and six-speed automatic essentially carry over, although the engine is quieter. Despite the reworked suspension, the press model we sampled has a stiff ride.



Base Price: \$15,000–\$20,000E

Body Styles: sedan

Trim Lines: Limited, SE, SEL

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 (130 hp)

Transmissions: 6-speed automatic;
6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	.68
Height (in.)	.57
Wheelbase (in.)	102
Weight (lbs.)	2,570
% weight front/rear	NA
Cargo Measurement	
Max. Load (lbs.)	850
Cargo Volume, cu.ft.	14
Towing Capacity (lbs.)	NR

Fuel

Regular	
EPA combined mpg	32

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Average	

Hyundai Elantra



✓ The Elantra is relatively roomy, sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests but delivers leisurely acceleration and buzzes unpleasantly as revs increase. The Eco version feels more responsive but comes at a \$3,000 price premium. Although handling is secure, there isn't much driving excitement. The ride is mostly unobjectionable, but sharp bumps tend to come through noticeably. Road noise is elevated as well. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. Active safety features and a Sport version with a 1.6-liter turbo four-cylinder are available, and a GT hatchback is new for 2018.



Base Price: \$16,950–\$22,900

Body Styles: 4-door hatchback;
sedan

Trim Lines: Eco, Limited, SE, SEL,
Sport, Value Edition

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (128 hp);
1.6-liter 4 turbo (201 hp); 2.0-liter 4
(147 hp)

Transmissions: 6-speed automatic;
6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	180
Width (in.)	.71
Height (in.)	.57
Wheelbase (in.)	106
Weight (lbs.)	2,865
% weight front/rear	.62/.38

Cargo Measurement

Max. Load (lbs.)	850
Cargo Volume, cu.ft.	14
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	33

Overall Score	70
Predicted Reliability	
Owner Satisfaction	
Road Test Score	66
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Much better than average	

Hyundai Ioniq



The Ioniq is the first direct challenger to the Toyota Prius. Evoking the Prius silhouette and hatchback configuration, the Ioniq hybrid matches it as a fuel sipper with 52 mpg overall. Power comes from a 1.6-liter four-cylinder engine which, combined with the electric drive, puts out a combined 139 hp. The six-speed dual-clutch transmission isn't the smoothest and there's some delay off the line. Like other hybrids it can drive on electric power at low speeds. Handling lacks agility and the ride is a bit unsettled but unobjectionable. The SEL comes with a power seat for an affordable price. A suite of advanced safety features is available, including automatic braking, smart cruise control, and blind-spot detection with rear cross-traffic alert. Android Auto and Apple CarPlay compatibility is standard. There are also plug-in and fully electric versions.



Base Price: \$22,200-\$32,500

Body Styles: 4-door hatchback

Trim Lines: Blue, Electric, Limited, SEL

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (118 hp); 1.6-liter 4 hybrid (139 hp)

Transmissions: 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	176
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	106
Weight (lbs.)	3,070
% weight front/rear	61/39

Cargo Measurement

Max. Load (lbs.)	850
Cargo Volume, cu.ft.	19.5
Towing Capacity (lbs.)	NR

Fuel

Regular or electric	
CR overall mpg	52

Overall Score	68
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	67
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average ⬆		

Hyundai Kona



The 2018 Hyundai Kona joins in the rapidly expanding field of subcompact SUVs. It is more than 11 inches shorter than Hyundai's Tucson compact SUV, and is even smaller than the Honda HR-V and Mazda CX-3. The base engine is a 147-hp, 2.0-liter four-cylinder that comes with a six-speed automatic transmission. This engine feels underpowered in the heavier Tucson, but perhaps it will be more vigorous in the tiny model. A 175-hp, 1.6-liter turbocharged four-cylinder, mated to a seven-speed dual-clutch automatic, is optional. Available safety features include rear cross-traffic warning, high-beam assist, driver-attention warning, and forward-collision warning with automatic braking. Android Auto and Apple CarPlay compatibility is supported, as is wireless phone charging. The Kona goes on sale in early 2018.



Base Price: \$20,000-\$24,000E

Body Styles: 4-door SUV

Trim Lines: Base

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (147 hp)

Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	164
Width (in.)	71
Height (in.)	61
Wheelbase (in.)	102
Weight (lbs.)	NA
% weight front/rear	NA

Cargo Measurement

Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	NA

Fuel

Regular	
EPA combined mpg	NA

Overall Score	NA
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⚠		

Hyundai Santa Fe



✓ The Santa Fe is available with advanced safety features such as a multiview camera, automatic emergency braking with pedestrian detection, and lane-departure warning. This is still a roomy and comfortable three-row SUV built for family duty. Its 3.3-liter V6 is mated to a smooth, responsive six-speed automatic, a combination that attained 20 mpg overall in our tests. Handling is sound and utterly secure. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Access to the cramped third row is somewhat difficult. Hyundai's updated Blue Link system features remote starting via mobile phones.



Base Price: \$30,800–\$41,150

Body Styles: 4-door SUV

Trim Lines: Limited, Ltd Ultimate, SE, Ultimate

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.3-liter V6 (290 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	74
Height (in.)	67
Wheelbase (in.)	110
Weight (lbs.)	4,210
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lbs.)	1,295
Cargo Volume, cu.ft.	40.5
Towing Capacity (lbs.)	5,000

Fuel

Regular	
CR overall mpg	20

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Santa Fe Sport



✓ Hyundai's five-passenger midsize SUV received a number of updates including automatic emergency braking with pedestrian detection, and lane-departure warning. It also improved from Marginal to Good in the IIHS small-overlap crash test. This roomy SUV has a comfortable ride and a quiet interior. Power comes from a responsive 2.4-liter four-cylinder mated to a smooth six-speed automatic. We got a decent 23 mpg overall with this drivetrain. A more powerful 2.0-liter turbo four-cylinder is also available. Handling is sound and secure but not exceptional. The well-finished cabin is packed with a lot of standard features, but rear visibility is so-so.



Base Price: \$24,950–\$37,200

Body Styles: 4-door SUV

Trim Lines: 2.0T, 2.0T Ultimate, Base, Value

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (264 hp); 2.4-liter 4 (185 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	74
Height (in.)	66
Wheelbase (in.)	106
Weight (lbs.)	3,760
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lbs.)	930
Cargo Volume, cu.ft.	35.5
Towing Capacity (lbs.)	2,000

Fuel

Regular	
CR overall mpg	23

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Hyundai Sonata



✓ This competitive sedan was refreshed for 2018, and retains its excellent rear-seat room, easy cabin access, and user-friendly controls. Handling is improved, but the ride is has gotten firmer. The base engine is a 2.4-liter four-cylinder that is unchanged from when it returned a good 28 mpg overall in our tests. A stronger 2.0-liter turbo four-cylinder mated to an eight-speed automatic is optional. The Eco uses a 1.6-liter turbo four-cylinder paired with a seven-speed automated manual. The rear seat is one of the roomiest in the class. Blind-spot warning is standard, while forward-collision warning and automatic emergency braking are optional. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests and makes for a very pleasant sedan.



Base Price: \$22,050–\$32,450

Body Styles: sedan

Trim Lines: Eco, Limited, SE, SEL, Sport

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	110
Weight (lbs.)	3,315
% weight front/rear	61/39

Cargo Measurement

Max. Load (lbs.)	905
Cargo Volume, cu.ft.	16
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	28-39

Overall Score	73-74
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	78-80
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average		⬆️

Hyundai Tucson



The Tucson is one of the better small SUVs, although neither of its powertrains is ideal. The base SE version gets a 164-hp, 2.0-liter four-cylinder engine, routing through a six-speed automatic. This version is rather slow and can feel strained. More expensive trims get a 1.6-liter turbo four-cylinder that uses a seven-speed automated manual transmission. This more powerful setup returned 26 mpg overall, but it suffers from a vibration at very low speeds, such as in parking maneuvers. Ride comfort, handling agility, and noise suppression are commendable. The rear seat is roomy, and controls are easy to use. Advanced safety features, including automatic emergency braking and blind-spot monitoring, are optional.



Base Price: \$22,700–\$31,175

Body Styles: 4-door SUV

Trim Lines: Eco, Limited, SE, SEL, SE Plus, Value

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (164 hp)

Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	176
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	105
Weight (lbs.)	3,475
% weight front/rear	58/42

Cargo Measurement

Max. Load (lbs.)	970
Cargo Volume, cu.ft.	29.5
Towing Capacity (lbs.)	2,000

Fuel

Regular	
CR overall mpg	24-26

Overall Score	56-57
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	76-79
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average		⬆️

Infiniti Q50



After a recent freshening, the Q50 is now a competitive luxury sports sedan, available in rear- and all-wheel-drive configurations. Opting for the 3.0t version brings a turbocharged V6 at the price that most competitors charge for a turbocharged four-cylinder. This powertrain makes the Q50 quick and punchy, but fuel economy falls short at 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin is relatively roomy, and the rear seat is hospitable, but the trunk is small, even for this class. Infiniti's touch-screen infotainment system is cumbersome to use, requiring multiple screen taps for simple tasks. A turbo four-cylinder, a hybrid, and a 400-hp turbo V6 are also available.



Base Price: \$34,200–\$52,600
Body Styles: sedan
Trim Lines: 2.0t Luxe, 2.0t Pure, 3.0t Luxe, Hybrid Luxe, Red Sport, Red Sport 400, Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp); 3.5-liter V6 hybrid (360 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....188
Width (in.).....72
Height (in.).....57
Wheelbase (in.).....112
Weight (lbs.).....3,875
% weight front/rear.....57/43

Cargo Measurement

Max. Load (lbs.).....900
Cargo Volume, cu.ft.....14
Towing Capacity (lbs.).....NR

Fuel

Premium
CR overall mpg.....22

Overall Score	67
Predicted Reliability	V
Owner Satisfaction	V
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	U	U	*
Engine Minor	U	U	*
Engine Cooling	U	U	*
Transmission Major	U	U	*
Transmission Minor	U	U	*
Drive System	U	I	*
Fuel System	U	U	*
Electrical	U	U	*
Climate System	U	U	*
Suspension	U	U	*
Brakes	V	I	*
Exhaust	U	U	*
Paint/Trim	U	U	*
Noises/Leaks	U	U	*
Body Hardware	U	I	*
Power Equipment	U	I	*
In-Car Electronics	W	W	*

USED CAR VERDICTS	V	W	I
NEW CAR PREDICTION	Worse than average V		

Infiniti Q60



A coupe version of the updated Q50, the new Q60 gets the same slick and punchy 300-hp, 3.0-liter V6 twin turbo. In fact, that engine is so good that the 400-hp version is almost an extravagance. A weaker 208-hp, 2.0-liter four-cylinder turbo engine is also available. All-wheel drive is optional. Engine and transmission responses can be customized with a new Drive Mode Selector to fit personal preferences, from high performance to cruising comfort. The Q50 is now a competitive sports sedan, and the coupe adds more style at the expense of four-door practicality. The infotainment-system touch screen and a few other controls are annoyingly complicated.



Base Price: \$38,950–\$53,300
Body Styles: coupe
Trim Lines: Luxe, Pure, Red Sport, Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (208 hp); 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....184
Width (in.).....73
Height (in.).....55
Wheelbase (in.).....112
Weight (lbs.).....3,940
% weight front/rear.....58/42

Cargo Measurement

Max. Load (lbs.).....NA
Cargo Volume, cu.ft.....9
Towing Capacity (lbs.).....NR

Fuel

Premium
EPA combined mpg.....22

Overall Score	NA
Predicted Reliability	I
Owner Satisfaction	I
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots		
Engine Major	U	*
Engine Minor	U	*
Engine Cooling	U	*
Transmission Major	U	*
Transmission Minor	I	*
Drive System	I	*
Fuel System	U	*
Electrical	U	*
Climate System	U	*
Suspension	U	*
Brakes	U	*
Exhaust	U	*
Paint/Trim	V	*
Noises/Leaks	W	*
Body Hardware	U	*
Power Equipment	U	*
In-Car Electronics	V	*

USED CAR VERDICTS	I	W	I
NEW CAR PREDICTION	Average I		

Infiniti Q70



✓ Although long in the tooth, the Q70 is still competitive, with a lively 330-hp V6 and a smooth seven-speed automatic that returned 21 mpg overall in our tests. A V8 and a V6 hybrid are also available. Handling is quite agile, with communicative steering. The ride is firm and absorbs bumps well but trails the competition in terms of plushness. The Q70 is also behind the competition in terms of cabin quietness, partly because of the noticeable engine noise under high revs. Very good interior quality, a roomy rear seat, and easy-to-use controls are positives, although cabin ambience is austere. Blind-spot intervention is optional. An extended-length L version with a roomier rear seat is also available. The Q70 might lack some pizzazz, but it generally commands significantly lower prices than its competitors.



Base Price: \$50,100–\$67,400

Body Styles: sedan

Trim Lines: 3.7, 5.6, Hybrid, L

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 hybrid (360 hp); 3.7-liter V6 (330 hp); 5.6-liter V8 (420 hp)

Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 195
Width (in.) 73
Height (in.) 59
Wheelbase (in.) 114
Weight (lbs.) 3,895
% weight front/rear 54/46

Cargo Measurement

Max. Load (lbs.) 860
Cargo Volume, cu.ft. 15
Towing Capacity (lbs.) NR

Fuel

Premium
CR overall mpg. 21-25

Overall Score	83-88
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	83-90
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	*	*
Engine Minor	⬆	*	*
Engine Cooling	⬆	*	*
Transmission Major	⬆	*	*
Transmission Minor	⬆	*	*
Drive System	⬆	*	*
Fuel System	⬆	*	*
Electrical	⬆	*	*
Climate System	⬆	*	*
Suspension	⬆	*	*
Brakes	⬆	*	*
Exhaust	⬆	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⬇	*	*
Body Hardware	⬆	*	*
Power Equipment	⬆	*	*
In-Car Electronics	⬆	*	*
USED CAR VERDICTS	⬆		
NEW CAR PREDICTION	Much better than average ⬆		

Infiniti QX30



Infiniti's shortcut into the small-luxury-SUV segment is the QX30, which is based on the Mercedes-Benz GLA. The Infiniti uses the GLA's 2.0-liter turbocharged four-cylinder and seven-speed dual-clutch automatic. The SUV is quick, but power delivery is uneven. It feels lethargic at low engine speeds, then the power comes on abruptly. Handling is agile and very secure, but the ride is stiff and choppy. Road noise is pronounced. The cabin is nicely finished and incorporates some Mercedes switches, buttons, and knobs but uses Infiniti's infotainment screen. The rear seat is cramped, and visibility is wanting. Available safety features include automatic emergency braking and blind-spot warning. Front-drive versions are priced in the low \$30,000s, and typical all-wheel-drive versions surpass \$40,000.



Base Price: \$29,950–\$38,500

Body Styles: 4-door SUV

Trim Lines: Base, Luxury, Premium, Sport

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (208 hp)

Transmissions: 7-speed sequential

Overall Score	64
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road Test Score	71
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬇		

Facts & Figures

Exterior Dimensions

Length (in.) 174
Width (in.) 72
Height (in.) 60
Wheelbase (in.) 106
Weight (lbs.) 3,540
% weight front/rear 60/40

Cargo Measurement

Max. Load (lbs.) 880
Cargo Volume, cu.ft. 21.5
Towing Capacity (lbs.) NR

Fuel

Premium
CR overall mpg. 25

Infiniti QX50



Infiniti's QX50 dates back to 2008, when it was known as the EX. The current model has a 3-inch-longer wheelbase, which grants more than 4 additional inches to rear-seat leg room. But underneath it's still essentially a raised-wagon version of the old G37 sedan, a car we liked very much at the time for its quickness, agility, and composed ride. Carrying over are the smooth seven-speed automatic and 325-hp, 3.7-liter V6, which remains punchy but tends to be noisy by current standards. Up-to-date safety features include forward-collision warning, blind-spot monitoring, and lane-keeping assist. A redesigned QX50 is around the corner.



Base Price: \$34,650-\$36,450
Body Styles: 4-door SUV
Trim Lines: Base
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (325 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 187
 Width (in.) 71
 Height (in.) 63
 Wheelbase (in.) 113
 Weight (lbs.) 4,015
 % weight front/rear 54/46

Cargo Measurement

Max. Load (lbs.) 860
 Cargo Volume, cu.ft. NA
 Towing Capacity (lbs.) NR

Fuel

Premium
 EPA combined mpg 20

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*

USED CAR VERDICTS	
NEW CAR PREDICTION	Better than average

Infiniti QX60



The midsize QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. Based on the Nissan Pathfinder, it has a comfortable ride, but handling lacks agility, making the QX feel rather mushy. Our tested 265-hp, 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned a so-so 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and seating posture. As part of a recent freshening, the V6 gained 30 more hp and towing capacity was raised to 5,000 pounds.



Base Price: \$43,100-\$44,900
Body Styles: 4-door SUV
Trim Lines: Base, Hybrid
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 hybrid (250 hp);
 3.5-liter V6 (295 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 196
 Width (in.) 77
 Height (in.) 68
 Wheelbase (in.) 114
 Weight (lbs.) 4,530
 % weight front/rear 55/45

Cargo Measurement

Max. Load (lbs.) 1,150
 Cargo Volume, cu.ft. 39
 Towing Capacity (lbs.) 5,000

Fuel

Premium
 CR overall mpg 19

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Infiniti QX80



A very large SUV, the QX80 has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, although it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. Electronic safety aids include blind-spot warning and rear automatic braking. The redesigned Nissan Armada is essentially the same vehicle but costs less.



Base Price: \$63,850-\$89,450

Body Styles: 4-door SUV

Trim Lines: Base, Limited, Signature

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 5.6-liter V8 (400 hp)

Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	208
Width (in.)	80
Height (in.)	76
Wheelbase (in.)	121
Weight (lbs.)	5,990
% weight front/rear	51/49
Cargo Measurement	
Max. Load (lbs.)	1,590
Cargo Volume, cu.ft.	49.5
Towing Capacity (lbs.)	8,500

Fuel

Premium	
CR overall mpg	15

Overall Score	57
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	68
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Worse than average	⬇️
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Jaguar E-Pace



Following the success of Jaguar's first sport-utility, the F-Pace, the E-Pace is introduced to compete with the Audi Q3, BMW X1, and Mercedes-Benz GLA in the luxury compact SUV segment that is growing in popularity. The E-Pace shares its platform with its corporate cousins, the Land Rover Evoque and Discovery Sport, and offers two turbocharged four-cylinder engines: a base engine with 246-hp, or a 296-hp in the R-Dynamic version. All versions get a nine-speed automatic transmission and all-wheel drive. You can adjust the driving characteristics of the E-Pace using the available Jaguar Drive Control system. There is a 10-inch touch-screen display for the infotainment system. Safety features such as adaptive cruise control, blind spot monitoring, and lane departure warning are available.



Base Price: \$38,600-\$53,500

Body Styles: 4-door SUV

Trim Lines: Base, First Edition, HSE, S, SE

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (246 hp);
2.0-liter 4 turbo (296 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	82
Height (in.)	65
Wheelbase (in.)	106
Weight (lbs.)	4,175
% weight front/rear	NA
Cargo Measurement	
Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	NA

Fuel

Premium	
EPA combined mpg	NA

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	⬇️
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Jaguar F-Pace



Jaguar's first SUV is based on a rear-wheel-drive platform shared with the XF and XE. The F-Pace is quick, thanks to its 340-hp, supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. The S uses a 380-hp version of this engine. A 2.0-liter turbo is now the base engine, and a diesel is also available. All versions come with a smooth eight-speed automatic and all-wheel drive. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality isn't as impeccable as in the German competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. The air conditioning system isn't always up to the task. Active safety features are available if you opt for the vision package.



Base Price: \$42,065–\$63,200

Body Styles: 4-door SUV

Trim Lines: Base, Portfolio, Premium, Prestige, R Sport, S

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)186
Width (in.)87
Height (in.)66
Wheelbase (in.)113
Weight (lbs.)4,350
% weight front/rear52/48

Cargo Measurement

Max. Load (lbs.)960
Cargo Volume, cu.ft.28.5
Towing Capacity (lbs.)5,290

Fuel

Premium or diesel
CR overall mpg20

Overall Score	47
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	
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Jaguar F-Type



Jaguar's two-seat F-Type coupe and convertible are quick, sporty, and capable, with a distinct exhaust bark emanating from the V8. But don't expect tranquility in the mold of the old XK, which was a more luxury-oriented car. Rear-drive V6 models are available with a stiff-shifting six-speed manual transmission. A smooth eight-speed automatic is standard, and the only gear-box available with the V8. All-wheel drive is optional, and electric power steering has replaced the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The touch screen is rather slow to respond, and the automatic transmission's gear selector is unintuitive.



Base Price: \$59,900–\$125,000

Body Styles: convertible; coupe

Trim Lines: 400 SPORT, R, SVR, V6, V6 S

Drive Wheels: Rear, AWD

Seating: 2 front

Engines: 2.0-liter 4 turbo (300 hp); 3.0-liter V6 supercharged (340 hp, 380 hp, 400 hp); 5.0-liter V8 supercharged (550 hp, 575 hp)

Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)176
Width (in.)74
Height (in.)52
Wheelbase (in.)103
Weight (lbs.)3,520
% weight front/rearNA

Cargo Measurement

Max. Load (lbs.)420
Cargo Volume, cu.ft.7
Towing Capacity (lbs.)NR

Fuel

Premium
EPA combined mpg23

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Worse than average	
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Jaguar XE



The XE is an athletic compact luxury sports sedan that's fun to drive thanks to its quick, communicative steering and tight body control. The 2.0-liter four-cylinder 247-hp turbo engine is responsive but a bit raspy sounding, and gets 25 mpg when coupled with AWD; it's also available in rear-wheel drive. A diesel engine is also available, but the 380-hp supercharged V6 provides real punch. The eight-speed automatic transmission shifts smoothly. The ride is steady yet comfortable. Interior quality, however, is not befitting the class or price, with some cheap touches and sharp edges. The rear seat is extremely tight and the infotainment system is rather distracting. A host of advanced active safety and driver assistance features are available.



Base Price: \$35,725–\$59,410

Body Styles: sedan

Trim Lines: Base, Portfolio, Premium, Prestige, R-Sport, S

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 184
Width (in.) 77
Height (in.) 56
Wheelbase (in.) 112
Weight (lbs.) 3,770
% weight front/rear 53/47

Cargo Measurement

Max. Load (lbs.) 825
Cargo Volume, cu.ft. 16
Towing Capacity (lbs.) NR

Fuel

Premium or diesel
CR overall mpg 25

Overall Score	50
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	69
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION			

Worse than average ⬇️

Jaguar XF



The XF is the sportiest among midsize luxury sedans. It's taut and agile, with lively steering, yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy, but may have too much of a growling note for a luxury car. A more powerful 380-hp version is also available. We got 21 mpg overall with our all-wheel-drive XF. The front and rear seats are very comfortable, and the trunk is large. However, interior ambience is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The air-conditioning system is rather wimpy. The 2018 model year brings a new 2.0-liter turbocharged four-cylinder engine, and a wagon version called Sportbrake with a 380-hp V6 supercharged engine and all-wheel drive.



Base Price: \$47,775–\$71,025

Body Styles: sedan

Trim Lines: Base, Portfolio, Premium, Prestige, R-Sport, S

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 195
Width (in.) 78
Height (in.) 58
Wheelbase (in.) 117
Weight (lbs.) 4,175
% weight front/rear 52/48

Cargo Measurement

Max. Load (lbs.) 960
Cargo Volume, cu.ft. 19
Towing Capacity (lbs.) NR

Fuel

Premium or diesel
CR overall mpg 21

Overall Score	58
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION			

Worse than average ⬇️

Jaguar XJ



The capable, luxurious XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 makes the big sedan very quick, but most versions have the supercharged V6 with all-wheel drive. The plush, quiet interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But certain controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly and takes some getting used to. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes head room and access, and the trunk is small. A new XJR performance version, and latest driver assist features such as automatic emergency braking, lane keep assist, and adaptive cruise control, have been added to the 2018 model.



Base Price: \$74,400–\$121,000

Body Styles: sedan

Trim Lines: R-Sport, Supercharged, XJL Portfolio, XJL Supercharged, XJR575

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp); 5.0-liter V8 supercharged (575 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 207
Width (in.) 75
Height (in.) 57
Wheelbase (in.) 124
Weight (lbs.) 4,200
% weight front/rear 51/49

Cargo Measurement

Max. Load (lbs.) 880
Cargo Volume, cu.ft. 15
Towing Capacity (lbs.) NR

Fuel

Premium
CR overall mpg 19

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Worse than average

Jeep Cherokee



The Cherokee is too unrefined to be a contender among small SUVs. The best version is the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow, and its 22 mpg overall is lousy for the class. The nine-speed automatic is not very responsive or refined. Handling is competent but short on agility, and the ride is jittery. The rear seat is roomy, and controls are intuitive with the 8.4-inch Uconnect system. Limited trims can be fitted with high-end amenities. The Trailhawk is capable off-road, and the V6's 4,500-pound towing capacity is impressive. Recent updates included stop-start on the V6, Siri Eyes Free, and the ability to customize the touch screen.



Base Price: \$23,695–\$37,695

Body Styles: 4-door SUV

Trim Lines: Altitude, Latitude, Limited, Overland, Sport, Trailhawk

Drive Wheels: Front, AWD, 4WD

Seating: 2 front, 3 rear

Engines: 2.4-liter 4 (184 hp); 3.2-liter V6 (271 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.) 73
Height (in.) 66
Wheelbase (in.) 106
Weight (lbs.) 4,120
% weight front/rear 57/43

Cargo Measurement

Max. Load (lbs.) 1,000
Cargo Volume, cu.ft. 31
Towing Capacity (lbs.) 4,500

Fuel

Regular
CR overall mpg 21-22

Overall Score	55-64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	58-71
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION Average

Jeep Compass



The new Compass, which slots above the Renegade and below the Cherokee, is not competitive with its peers. Power comes from a 180-hp, 2.4-liter four-cylinder, an engine we found to be unrefined and sluggish. Most versions have the nine-speed automatic which is neither smooth nor responsive. Handling isn't agile although secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. The optional 8.4-inch Uconnect infotainment system is excellent. Available safety features include forward-collision warning, lane-departure warning, and blind-spot monitoring. The Trailhawk is designed to look more off-road ready but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several key metrics.



Base Price: \$20,995-\$28,995

Body Styles: 4-door SUV

Trim Lines: Latitude, Limited, Sport, Trailhawk

Drive Wheels: Front, AWD, 4WD

Seating: 2 front, 3 rear

Engines: 2.4-liter 4 (180 hp)

Transmissions: 6-speed automatic; 9-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	104
Weight (lbs.)	3,525
% weight front/rear	60/40
Cargo Measurement	
Max. Load (lbs.)	860
Cargo Volume, cu.ft.	27.5
Towing Capacity (lbs.)	2,000

Fuel

Regular	
CR overall mpg	24

Overall Score	50
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	56
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Worse than average	⬇️
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Jeep Grand Cherokee



The Grand Cherokee has a solid, upscale interior; comfortable seats; and a mostly compliant and controlled ride, all of which endow it with a premium, substantial feel. Handling is competent, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. We also tested the diesel powertrain, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates included engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever.



Base Price: \$30,295-\$68,390

Body Styles: 4-door SUV

Trim Lines: Laredo, Limited, Overland, SRT, Summit, Trackhawk, Trailhawk

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (475 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	190
Width (in.)	77
Height (in.)	68
Wheelbase (in.)	115
Weight (lbs.)	4,900
% weight front/rear	52/48
Cargo Measurement	
Max. Load (lbs.)	1,050
Cargo Volume, cu.ft.	36.5
Towing Capacity (lbs.)	6,200

Fuel

Regular, premium, or diesel	
CR overall mpg	18-24

Overall Score	59-62
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80-84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

USED CAR VERDICTS

NEW CAR PREDICTION	Worse than average	⬇️
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Jeep Renegade



Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Wrangler-like open-air driving is possible with the optional removable sunroofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, and rear cross-path detection. Chrysler's Uconnect infotainment system is available.



Base Price: \$17,995-\$27,195

Body Styles: 4-door SUV

Trim Lines: Latitude, Limited, Sport, Trailhawk

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (160 hp);

2.4-liter 4 (180 hp)

Transmissions: 9-speed automatic;
6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	167
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	101
Weight (lbs.)	3,360
% weight front/rear	60/40
Cargo Measurement	
Max. Load (lbs.)	985
Cargo Volume, cu.ft.	30.5
Towing Capacity (lbs.)	2,000

Fuel

Regular	
CR overall mpg	24

Overall Score	44
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jeep Wrangler



As an everyday vehicle, the Wrangler trails most SUVs, but few are better for off-road use. The Wrangler uses Chrysler's 3.6-liter V6 and five-speed automatic, which returned 17 mpg overall in our tests. Though the Wrangler may be better than ever before, the ride rocks and jiggles constantly, and handling is clumsy. Wind noise is very loud at highway speeds. Getting in and out is awkward, and the interior is uncomfortable. Off-road performance is legendary, and the Rubicon version performs better there than our tested Unlimited Sahara did. IIHS side-crash results for the two-door are Poor, and the small-overlap Marginal. But small-overlap and offset-frontal results for the four-door are Good. The current Wrangler will be renamed Wrangler JK for 2018 and a redesigned Wrangler is on the way.



Base Price: \$23,995-\$37,445

Body Styles: 2-door SUV; 4-door SUV

Trim Lines: Rubicon, Rubicon Hard

Rock, Sahara, Sport, Sport S, Unlimited Rubicon, Unlimited Sahara, Unlimited Sport, Willys Wheeler, Willys Wheeler W

Drive Wheels: 4WD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (285 hp)

Transmissions: 5-speed automatic;
6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	74
Height (in.)	71
Wheelbase (in.)	116
Weight (lbs.)	4,570
% weight front/rear	50/50
Cargo Measurement	
Max. Load (lbs.)	850
Cargo Volume, cu.ft.	34.5
Towing Capacity (lbs.)	3,500

Fuel

Regular	
CR overall mpg	17

Overall Score	26
Predicted Reliability	
Owner Satisfaction	
Road Test Score	20
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Kia Cadenza



✓ The large Cadenza is a competent large sedan that flies under the radar. It is considerably larger than the Optima, competing with the Chevrolet Impala and Toyota Avalon. The car is roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure when the car is pushed to its limits, and the Cadenza is better suited to long-distance cruising. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. We got 24 mpg overall. Higher-end Limited versions include additional soft-touch surfaces and more-luxurious leather seats. Automatic emergency braking, adaptive cruise control, and lane-departure warning are available, but only in upper trim versions that cross the \$40,000 mark.



Base Price: \$31,990–\$44,390

Body Styles: sedan

Trim Lines: Limited, Premium, Technology

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 3.3-liter V6 (290 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	74
Height (in.)	58
Wheelbase (in.)	112
Weight (lbs.)	3,725
% weight front/rear	60/40
Cargo Measurement	
Max. Load (lbs.)	905
Cargo Volume, cu.ft.	16
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	24

Overall Score	85
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	91
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	*	*
Engine Minor	⬆	*	*
Engine Cooling	⬆	*	*
Transmission Major	⬆	*	*
Transmission Minor	⬆	*	*
Drive System	⬆	*	*
Fuel System	⬆	*	*
Electrical	⬆	*	*
Climate System	⬆	*	*
Suspension	⬆	*	*
Brakes	⬆	*	*
Exhaust	⬆	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⬆	*	*
Body Hardware	⬆	*	*
Power Equipment	⬆	*	*
In-Car Electronics	⬆	*	*
USED CAR VERDICTS	⬆		
NEW CAR PREDICTION	Better than average ⬆		

Kia Forte



✓ Kia's Forte provides generous interior room and a wide assortment of amenities. Our base LX sedan got 33 mpg overall with the new-for-2017 2.0-liter four-cylinder and six-speed automatic, which is similar to the engine in the Hyundai Elantra. Though the ride is fairly absorbent, it tends to feel a bit too tender when encountering sharp bumps. Handling is very secure but not particularly agile. The SX hatchback uses a 1.6-liter turbo mated to a seven-speed dual-clutch automated manual gearbox. The spacious interior is quiet for a compact car, and the controls are logically arranged. Available features include front and rear heated and ventilated seats, and advanced safety features. High-end versions offer leather seats, power-folding mirrors, and other upscale items.



Base Price: \$16,490–\$23,690

Body Styles: 4-door hatchback; sedan

Trim Lines: EX, LX, S, SX

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 (164 hp)

Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	180
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	106
Weight (lbs.)	2,815
% weight front/rear	62/38
Cargo Measurement	
Max. Load (lbs.)	850
Cargo Volume, cu.ft.	15
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	33

Overall Score	78
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	80
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	
NEW CAR PREDICTION	Better than average ⬆		

Kia K900



Kia's flagship is the brand's first rear-drive model and cousin of the old Hyundai Equus. It is offered with a smooth and punchy 420-hp V8 or a slick 3.8-liter V6, both mated to an eight-speed automatic. The K900 is like a traditional freeway cruiser: more comfortable floating along in a straight line than carving corners. If you're looking for the cushy ride found in old Cadillacs or Oldsmobiles, this may be the car for you. The base infotainment system uses a 9.2-inch screen, and top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include forward-collision warning, blind-spot monitoring, and rear cross-traffic alert.



Base Price: \$49,900-\$61,900
Body Styles: sedan
Trim Lines: Luxury, Premium
Drive Wheels: Rear
Seating: 2 front, 3 rear
Engines: 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	201
Width (in.)	75
Height (in.)	59
Wheelbase (in.)	120
Weight (lbs.)	4,555
% weight front/rear	NA
Cargo Measurement	
Max. Load (lbs.)	905
Cargo Volume, cu.ft.	16
Towing Capacity (lbs.)	NR
Fuel	
Regular	
EPA combined mpg	18

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average

Kia Niro



✓ Kia's five-passenger Niro marries good fuel economy with cargo versatility. This front-wheel-drive hybrid uses a 1.6-liter four-cylinder engine which, in conjunction with the electric drive unit, puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission. Because the lithium-ion battery is located under the rear seat, that creates a flat cargo floor when the rear seats are folded. We got 43 mpg overall, which is good but not as good as the Hyundai Ioniq or Toyota Prius. The handling lacks agility and the ride is a bit choppy. The optional power driver seat provides better support than the standard seats do. A suite of advanced safety features is available, including automatic emergency braking, smart cruise control, and blind-spot detection with rear cross-traffic alert, but that tends to push the price to above \$30,000.



Base Price: \$22,890-\$29,650
Body Styles: wagon
Trim Lines: EX, FE, LX, Touring, Touring Launch
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 hybrid (139 hp)
Transmissions: 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	71
Height (in.)	60
Wheelbase (in.)	106
Weight (lbs.)	3,155
% weight front/rear	61/39
Cargo Measurement	
Max. Load (lbs.)	850
Cargo Volume, cu.ft.	26.5
Towing Capacity (lbs.)	NR
Fuel	
Regular	
CR overall mpg	43

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	65
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION

Much better than average

Kia Optima



✓ Kia's midsize sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The mainstream 2.4-liter four-cylinder is pleasant and unobtrusive, and returned 28 mpg overall in our tests, and the uplevel 2.0-liter turbo four packs more punch. A 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission is new. The EX trim features comfortable leather seats, automatic climate control, a roomy rear seat, and heating for the seats and steering wheel. The controls are very intuitive to use. Low-positioned dash vents are our only gripe. The latest version of Kia's UVO touch-screen infotainment system works with Android Auto and Apple CarPlay. Hybrid and plug-in hybrid versions are also available. New for 2018, blind-spot warning and rear cross-traffic alert are standard on all models. However, forward-collision warning and automatic emergency braking are optional only on top trims.



Base Price: \$22,500–\$36,090

Body Styles: sedan

Trim Lines: EX, Hybrid, Hybrid EX, LX, Plug-in EX, S, SX, SX Limited

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp)

Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	110
Weight (lbs.)	3,300
% weight front/rear	61/39

Cargo Measurement

Max. Load (lbs.)	905
Cargo Volume, cu.ft.	16
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	28

Overall Score	81
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	86
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Kia Rio



With its all-new platform, the fourth-generation Rio sedan and hatchback sit lower, wider, and slightly longer than before. The changes bring increased passenger space for both the front and rear seats. Cabin technology makes a step forward, with the top-level EX trim benefiting from a 7-inch touch-screen infotainment system, along with voice recognition, and Android Auto and Apple CarPlay compatibility. The 1.6-liter, four-cylinder engine essentially carries over, though it sees horsepower decrease by 8 notches in the interest of fuel economy—a notable shortcoming with the last-tested Rio. Transmissions choices remain of a six-speed manual or automatic. A reworked suspension will hopefully address the stiff feel found on the previous model. Automatic emergency braking for city/urban speed is new.



Base Price: \$13,900–\$18,700

Body Styles: 4-door hatchback; sedan

Trim Lines: LX, S, EX

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 (130 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	68
Height (in.)	57
Wheelbase (in.)	102
Weight (lbs.)	2,715
% weight front/rear	NA

Cargo Measurement

Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	14
Towing Capacity (lbs.)	NR

Fuel

Regular	
EPA combined mpg	32

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬆		

Kia Sedona



The Sedona is available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. Handling is rather ungainly but ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are they removable, cutting into cargo capacity. Available safety features include forward-collision warning and blind-spot and cross-traffic alert systems.



Base Price: \$26,800-\$41,900
Body Styles: minivan
Trim Lines: EX, L, LX, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.3-liter V6 (276 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....201
 Width (in.).....78
 Height (in.).....69
 Wheelbase (in.).....121
 Weight (lbs.).....4,595
 % weight front/rear.....56/44

Cargo Measurement

Max. Load (lbs.).....1,325
 Cargo Volume, cu.ft.....46
 Towing Capacity (lbs.).....3,500

Fuel

Regular
 CR overall mpg.....20

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS		
NEW CAR PREDICTION	Better than average	

Kia Sorento



✓ The Sorento is functional and refined, and its wide price range makes it an alternative to both small and midsize SUVs. Three engines are available: the base 185-hp, 2.4-liter four-cylinder; a 240-hp, 2.0-liter turbo four; and the smooth and quiet 290-hp, 3.3-liter V6. All are mated to a six-speed automatic. The cabin is quiet, and the ride is comfortable and composed. Handling is responsive and secure. Supportive seats and simple controls help make the Sorento easy to live with. Available safety gear includes forward-collision warning, blind-spot detection, and rear cross-traffic alert, as well as a surround-view monitor. Good crash-test results are a plus.



Base Price: \$25,800-\$46,200
Body Styles: 4-door SUV
Trim Lines: EX, L, LX, SX, SX Limited
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (185 hp); 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....187
 Width (in.).....74
 Height (in.).....66
 Wheelbase (in.).....109
 Weight (lbs.).....4,175
 % weight front/rear.....56/44

Cargo Measurement

Max. Load (lbs.).....1,120
 Cargo Volume, cu.ft.....37.5
 Towing Capacity (lbs.).....5,000

Fuel

Regular
 CR overall mpg.....21

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Kia Soul



✔ There is more to the boxy Soul than quirky styling. It packs abundant interior space, with chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can be an SUV alternative, functionality-wise. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. An extensive options list includes heated seats and touch-screen navigation. Available safety gear includes forward-collision and lane-departure warning systems. A more powerful 201-hp, 1.6-liter turbo engine is also available.



Base Price: \$16,100–\$35,950
Body Styles: wagon
Trim Lines: I, Base, EV, EV-e, EV Plus, Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (109 hp); 1.6-liter 4 (130 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (161 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)163
Width (in.)71
Height (in.)63
Wheelbase (in.)101
Weight (lbs.)3,055
% weight front/rear61/39
Cargo Measurement
Max. Load (lbs.)825
Cargo Volume, cu.ft.24.5
Towing Capacity (lbs.)NR

Fuel

Regular or electric
CR overall mpg26

Overall Score	74
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	74
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	
NEW CAR PREDICTION	Better than average ⬆		

Kia Sportage



✔ The Sportage is a stylish and mildly sporty choice among small SUVs. Most versions are equipped with a 2.4-liter four-cylinder, and the top-trim SX version sports a 2.0-liter turbocharged four-cylinder. Both are mated to a smooth six-speed automatic transmission. Though a touch firm, the ride is composed and handling is responsive. Unlike the similar Hyundai Tucson, the Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. The rear seat is roomy and the controls are easy to use, but visibility to the rear and side is difficult. The Sportage scored a Good in the IIHS small-overlap crash test.



Base Price: \$23,500–\$34,300
Body Styles: 4-door SUV
Trim Lines: EX, LX, SX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (181 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)176
Width (in.)73
Height (in.)64
Wheelbase (in.)105
Weight (lbs.)3,485
% weight front/rear59/41
Cargo Measurement
Max. Load (lbs.)970
Cargo Volume, cu.ft.29.5
Towing Capacity (lbs.)2,000

Fuel

Regular
CR overall mpg23

Overall Score	71
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	78
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬇	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬇	⬆	⬆
Body Hardware	⬇	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬇	⬆	⬇
NEW CAR PREDICTION	Average ⬇		

Kia Stinger



Yes, the car brand known for practical transportation and value is boldly stretching into sports sedan territory with the 2018 Stinger, a slick four-door coupe with a rear hatch. Two engines are offered: a standard 255-hp, 2.0-liter turbocharged four-cylinder and a 365-hp, 3.3-liter twin-turbo V6. Kia says it is aiming for 0-60 mph times of 5.1 seconds with the top version. The Stinger will be the first Kia available in rear- or all-wheel drive. It will offer a full complement of advanced safety systems, including forward-collision warning with automatic braking, pedestrian detection, blind-spot warning, active cruise control, lane-keep assist, and rear cross-traffic alert.



Base Price: \$40,000–\$50,000E
Body Styles: 4-door hatchback
Trim Lines: Base, GT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (255 hp); 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)190
 Width (in.)74
 Height (in.)55
 Wheelbase (in.)114
 Weight (lbs.)NA
 % weight front/rearNA

Cargo Measurement

Max. Load (lbs.)NA
 Cargo Volume, cu.ft.NA
 Towing Capacity (lbs.)NR

Fuel

Premium
 EPA combined mpgNA

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Land Rover Discovery



The Discovery is a luxury three-row SUV that blends on-road civility with off-road and towing prowess. We found the 340-hp, 3.0-liter supercharged V6 engine provides ample power and the eight-speed automatic transmission shifts smoothly; this combo returned a mere 17 mpg overall in our tests, however. A 254-hp, 3.0-liter turbodiesel V6 is also available. The second row can fit three adults, but it is too low for optimal comfort, and accessing the tight third-row seat is a slow, awkward process. While the optional air suspension makes the ride mostly steady, the Disco is a bit lumbering in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. A super off-road version, the SVX, with a 5.0-liter supercharged V8 engine will come in 2018.



Base Price: \$49,990–\$73,950
Body Styles: 4-door SUV
Trim Lines: First Edition, HSE, HSE Luxury, SE
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)196
 Width (in.)82
 Height (in.)74
 Wheelbase (in.)115
 Weight (lbs.)5,405
 % weight front/rear48/52

Cargo Measurement

Max. Load (lbs.)1,200
 Cargo Volume, cu.ft.42.5
 Towing Capacity (lbs.)8,200

Fuel

Premium or diesel
 CR overall mpg17

Overall Score	47
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Land Rover Discovery Sport



From the storied Land Rover brand, one would expect a more regal entry into this hot market segment. Instead, the Discovery Sport struggles in comparisons against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Sport proved capable off-road, commendably ascending our rock hill and trails. But the on-road ride is stiff, and handling is far from sporty. The austere cabin is rather plain for this luxury brand, and the infotainment system is slow to respond.



Base Price: \$37,695-\$46,595

Body Styles: 4-door SUV

Trim Lines: HSE, HSE Lux, SE

Drive Wheels: AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (240 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	181
Width (in.)	82
Height (in.)	68
Wheelbase (in.)	108
Weight (lbs.)	4,325
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lbs.)	935
Cargo Volume, cu.ft.	33
Towing Capacity (lbs.)	4,410

Fuel

Premium	
CR overall mpg	21

Overall Score	39
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	58
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	⬇️
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Land Rover Range Rover



Owners of any ultra-luxury sedan will feel right at home in the Range Rover. The supercharged V6 and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is responsive and secure but not sporty. We averaged 17 mpg overall, which isn't great but is better than most rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities, as well as the ability to lower the body for easier cabin access. Interior furnishings and seats are first-rate, but the slow touch screen is complex. A 254-hp turbodiesel V6 is well-mannered and provides ample power. A hands-free system to open the tailgate is available.



Base Price: \$85,650-\$199,950

Body Styles: 4-door SUV

Trim Lines: Autobiography, Base, HSE, SC V8, SVAutobiography, SVAutobiography Dynamic

Drive Wheels: 4WD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp, 380 hp); 5.0-liter V8 supercharged (510 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	197
Width (in.)	78
Height (in.)	72
Wheelbase (in.)	115
Weight (lbs.)	5,300
% weight front/rear	50/50
Cargo Measurement	
Max. Load (lbs.)	960
Cargo Volume, cu.ft.	34.5
Towing Capacity (lbs.)	7,715

Fuel

Premium or diesel	
CR overall mpg	17

Overall Score	55
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	⬇️
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Land Rover Range Rover Evoque



Overall, the Evoque compact SUV is more about style than function. We tested a four-door Evoque with the old six-speed automatic and got 21 mpg overall. The now-standard nine-speed automatic was neither smooth nor responsive in the similar Discovery Sport we tested. The Evoque's ride is choppy, and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability. Updates include optional lane-keeping assist, the addition of the InControl infotainment system, and new seats.



Base Price: \$41,800-\$62,500

Body Styles: 2-door SUV; 4-door SUV; convertible

Trim Lines: Autobiography, HSE, HSE Dynamic, SE, SE Dynamic, SE Premium

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	77
Height (in.)	64
Wheelbase (in.)	105
Weight (lbs.)	3,940
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lbs.)	1,025
Cargo Volume, cu.ft.	25.5
Towing Capacity (lbs.)	3,500

Fuel

Premium	
EPA combined mpg	24

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	
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Land Rover Range Rover Sport



Though the Sport has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. Power comes from strong supercharged V6 or V8 engines mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and a stronger SVR V8 are available.



Base Price: \$65,650-\$111,350

Body Styles: 4-door SUV

Trim Lines: Autobiography, HSE, HSE Dynamic, SC V8, SE, SVR

Drive Wheels: 4WD

Seating: 2 front, 3 rear, 2 third

Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp, 380 hp); 5.0-liter V8 supercharged (510 hp, 550 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	78
Height (in.)	70
Wheelbase (in.)	115
Weight (lbs.)	5,255
% weight front/rear	49/51
Cargo Measurement	
Max. Load (lbs.)	1,345
Cargo Volume, cu.ft.	31.5
Towing Capacity (lbs.)	7,715

Fuel

Premium or diesel	
CR overall mpg	18

Overall Score	52
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Much worse than average	
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Land Rover Range Rover Velar



Land Rover's new Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport rather than Land Rover's traditional off-road prowess. Three powertrains are offered, including a 2.0-liter four-cylinder diesel, a 2.0-liter gas four-cylinder, and a supercharged 3.0-liter gas V6. The Velar has ample power even with the 2.0-liter turbo four, and handling is taut and agile. The ride is firm yet controlled and the cabin is very quiet. Optional advanced safety equipment includes autonomous emergency braking with pedestrian detection, adaptive cruise control, and reverse traffic detection. Debuting on the Velar is Land Rover's new infotainment system, called Touch Pro Duo, which features two high-definition 10-inch touch screens. However, the lower screen, which houses the climate controls, is mounted too low to easily use.



Base Price: \$49,900-\$89,300

Body Styles: 4-door SUV

Trim Lines: Base, First Edition, R-Dynamic, S, SE

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	189
Width (in.)	80
Height (in.)	66
Wheelbase (in.)	113
Weight (lbs.)	4,350
% weight front/rear	50/50

Cargo Measurement

Max. Load (lbs.)	825
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	5,500

Fuel

Premium or diesel	
EPA combined mpg	23

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⬇️		

Lexus ES



✓ The Lexus ES has sound handling but falls short of being engaging or fun. Uncharacteristic for Lexus, the ride is on the stiff side, and the optional 18-inch wheels make it worse. The powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. But we find the hybrid more appealing, thanks to its combination of size and fuel economy, returning a class-leading 36 mpg overall and 44 on the highway in our tests. Inside, the quiet cabin looks good at first, but some cheap touches are apparent. The mouse-like infotainment interface is distracting and convoluted. Automatic emergency braking and lane-departure warning are standard.



Base Price: \$38,900-\$41,820

Body Styles: sedan

Trim Lines: 300h, 350

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	111
Weight (lbs.)	3,575
% weight front/rear	61/39

Cargo Measurement

Max. Load (lbs.)	905
Cargo Volume, cu.ft.	15
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	25-36

Overall Score	83-84
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	77-78
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️		

Lexus GS



✓ The GS competes well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and taut yet supple ride fare well against German rivals. Its strong 3.5-liter V6 returned 21 mpg overall in our tests. Rear-drive versions get an eight-speed automatic, and AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on par for the class, and the cabin is nicely furnished. A distracting mouselike controller works the infotainment systems. A rear-drive 300 with a turbo four-cylinder and a high-performance GS F with a 467-hp V8 are available. The Lexus Safety System+ is standard, and includes automatic emergency braking and blind-spot monitoring.



Base Price: \$46,310–\$83,940
Body Styles: sedan
Trim Lines: 300, 350, 450h, F, F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (311 hp); 3.5-liter V6 hybrid (338 hp); 5.0-liter V8 (467 hp)
Transmissions: 6-speed automatic; 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 192
 Width (in.) 72
 Height (in.) 57
 Wheelbase (in.) 112
 Weight (lbs.) 3,845
 % weight front/rear 52/48
Cargo Measurement
 Max. Load (lbs.) 825
 Cargo Volume, cu.ft. 16
 Towing Capacity (lbs.) NR

Fuel

Premium
 CR overall mpg 21

Overall Score	86
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	83
Crash Prevention	Std./⬆

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*

USED CAR VERDICTS	⬆	⬆
NEW CAR PREDICTION	Much better than average	⬆

Lexus GX



Like its Toyota 4Runner corporate cousin, the GX 460 is among the few remaining old-school SUVs that use a body-on-frame design. It is very quiet and quick for a hulking brute, yet the GX is highly capable off-road and has a high tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times.



Base Price: \$51,680–\$63,380
Body Styles: 4-door SUV
Trim Lines: 460, 460 Premium, 560 Luxury
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 4.6-liter V8 (301 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 192
 Width (in.) 74
 Height (in.) 74
 Wheelbase (in.) 110
 Weight (lbs.) 5,170
 % weight front/rear 52/48
Cargo Measurement
 Max. Load (lbs.) 1,155
 Cargo Volume, cu.ft. 36.5
 Towing Capacity (lbs.) 6,500

Fuel

Premium
 CR overall mpg 17

Overall Score	65
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	70
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*

USED CAR VERDICTS	⬆	⬆
NEW CAR PREDICTION	Average	⬆

Lexus IS



In our tests, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with the best in the class. Ride comfort is neither tied down nor plush. Even the punchy IS 350 is underwhelming to drive. A 260-hp V6 powers the IS 300, which gives it more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Still, the interior is extremely cramped, and getting in and out is an ungraceful chore. All-wheel-drive versions have a pronounced hump by the driver's right leg. Fit and finish is okay but not a standout, and the mouselike infotainment controller is distracting to use. A 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive.



Base Price: \$37,825–\$43,535

Body Styles: sedan

Trim Lines: 300, 300 F Sport, 350, 350 F Sport

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	110
Weight (lbs.)	3,850
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lbs.)	825
Cargo Volume, cu.ft.	14
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	20

Overall Score	67
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	56
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬇️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬇️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Much better than average		⬆️

Lexus LC



Lexus's new halo car is the six-figure LC 500 Coupe, a 2+2 luxury car. The 5.0-liter V8 engine is borrowed from the high-performance GS F sedan and RC F coupe, generating 471 hp and 398 lb.-ft. of torque. Power is sent to the rear wheels through a close-ratio 10-speed automatic transmission, enabling a claimed 0 to 60 mph sprint of less than 4.5 seconds. This version of the LC has enjoyable levels of performance, driving engagement, and engine/exhaust sounds. A 3.5-liter V6 hybrid version is also available and it has several driving modes that range from docile electric drive to more spirited demeanor. Unlike other Toyota hybrids, the transmission mimics gear changes. Handling is agile and the ride isn't too taxing. The controls are very unintuitive. A convertible version may follow.



Base Price: \$92,000–\$96,510

Body Styles: coupe

Trim Lines: 500, 500h

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 3.5-liter V6 hybrid (354 hp); 5.0-liter V8 (471 hp)

Transmissions: 10-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	187
Width (in.)	76
Height (in.)	53
Wheelbase (in.)	113
Weight (lbs.)	4,280
% weight front/rear	54/46
Cargo Measurement	
Max. Load (lbs.)	720
Cargo Volume, cu.ft.	5
Towing Capacity (lbs.)	NR

Fuel

Premium	
EPA combined mpg	19

Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		⬆️

Lexus LS



The 2018 Lexus LS brings high standards of luxury, technology, and sophistication. The new LS is longer and lower, and still offered with rear- and all-wheel drive. The standard drivetrain is an all-new twin-turbo 416-horsepower, 3.5-liter V6 hooked up to a 10-speed automatic transmission, which deliver power smoothly. A hybrid will also be available. Handling is responsive, with less body roll and quicker steering than in past generations. But the ride is also less plush, particularly on the low profile tires. An air suspension is optional. The cabin is nicely trimmed and luxurious front and rear, but the controls are extremely convoluted. Expect high-levels of entertainment and standard safety features befitting a modern flagship sedan. The new LS goes on sale in February 2018.



Base Price: \$75,000-\$100,000E
Body Styles: sedan
Trim Lines: 500, 500h
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 hybrid (354 hp); 3.5-liter V6 turbo (416 hp)
Transmissions: 10-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)..... 206
 Width (in.).....75
 Height (in.).....57
 Wheelbase (in.)..... 123
 Weight (lbs.)..... 4,905
 % weight front/rear..... NA
Cargo Measurement
 Max. Load (lbs.)..... 870
 Cargo Volume, cu.ft..... 18
 Towing Capacity (lbs.)..... NR

Fuel

Premium
 EPA combined mpg..... NA

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Lexus LX



This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 also found in the Tundra pickup. It has a comfortable ride and a quiet, plush, and well-assembled cabin. Handling is lackluster but ultimately secure. The Land Cruiser we tested got only 14 mpg overall but was very capable off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. The Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard.



Base Price: \$89,880
Body Styles: 4-door SUV
Trim Lines: 570
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (383 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....199
 Width (in.).....78
 Height (in.).....73
 Wheelbase (in.)..... 112
 Weight (lbs.)..... 6,000
 % weight front/rear..... 51/49
Cargo Measurement
 Max. Load (lbs.)..... 1,385
 Cargo Volume, cu.ft..... NA
 Towing Capacity (lbs.)..... 7,000

Fuel

Premium
 EPA combined mpg..... 15

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Lexus NX



✓ The compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is rather firm and cabin noise isn't particularly hushed. The NX 300's 2.0-liter turbocharged four-cylinder works well and delivers 24 mpg overall. The NX 300h hybrid returns 29 mpg overall, making it one of the most fuel-efficient SUVs we've ever tested, but it feels a bit underpowered. Snazzy details lend the interior some appeal, but a number of cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The fussy touchpad used for most controls is frustrating and distracting to use. The Lexus Safety System+ is standard and includes automatic emergency braking and lane-departure warning with lane-keeping assist. However, blind-spot monitoring is optional.



Base Price: \$35,985-\$39,775

Body Styles: 4-door SUV

Trim Lines: 300, 300 F Sport, 300h

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (235 hp);

2.5-liter 4 hybrid (194 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	74
Height (in.)	65
Wheelbase (in.)	105
Weight (lbs.)	4,000
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lbs.)	895
Cargo Volume, cu.ft.	28.5
Towing Capacity (lbs.)	2,000

Fuel

Regular or premium

CR overall mpg.....24-29

Overall Score	76-78
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	71-74
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Lexus RC



This aggressively styled coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a standard 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the tire that has the most grip. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility. Lexus Safety System+ is standard and includes lane-departure warning with lane-keeping assist, adaptive cruise control, and automatic emergency braking. Blind-spot monitoring is optional.



Base Price: \$40,155-\$64,165

Body Styles: coupe

Trim Lines: 300, 350, 350 F Sport, F

Drive Wheels: Rear, AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (241 hp);

3.5-liter V6 (260 hp); 3.5-liter V6 (311

hp); 5.0-liter V8 (467 hp)

Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	72
Height (in.)	55
Wheelbase (in.)	108
Weight (lbs.)	3,750
% weight front/rear	54/46
Cargo Measurement	
Max. Load (lbs.)	700
Cargo Volume, cu.ft.	10
Towing Capacity (lbs.)	NR

Fuel

Premium

EPA combined mpg.....22

Overall Score	NA
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	NA
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average ⬆		

Lexus RX



✓ The RX has avant-garde exterior styling and lots of advanced safety features. Its 3.5-liter V6 is linked to an eight-speed automatic, delivering ample power and a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall. Inside, the RX is very quiet and well-finished. Ride comfort is plush, whether you get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling, however, is ponderous and devoid of any sporty feel but ultimately secure. The mouselike controller and distracting interface require a steep learning curve. Rear passengers get lots of leg and knee room. The Lexus Safety System+, which includes automatic emergency braking and lane-departure warning, is standard.



Base Price: \$43,120–\$56,495
Body Styles: 4-door SUV
Trim Lines: 350, 450h, 450h F Sport, F Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (308 hp)
Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	75
Height (in.)	68
Wheelbase (in.)	110
Weight (lbs.)	4,435
% weight front/rear	58/42

Cargo Measurement

Max. Load (lbs.)	920
Cargo Volume, cu.ft.	30
Towing Capacity (lbs.)	3,500

Fuel

Regular or premium	
CR overall mpg.	22-29

Overall Score	79-82
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	77-80
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Lincoln Continental



Based on the accomplished MKZ, the Continental is Lincoln's high-tech flagship sedan. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level gets a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is responsive, but the car is intended to be a relaxed cruiser. The cabin is nicely finished and very roomy, particularly in the back. The standard front seats look unusual and compromise support. We're no fans of the push-button gear selector and the electronic buttons that are used instead of an interior door handle. In terms of pricing, the Continental competes with luxury midsize sedans.



Base Price: \$44,720–\$65,075
Body Styles: sedan
Trim Lines: Black Label, Premiere, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.7-liter V6 turbo (335 hp); 3.0-liter V6 turbo (400 hp); 3.7-liter V6 (305 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	201
Width (in.)	78
Height (in.)	59
Wheelbase (in.)	118
Weight (lbs.)	4,540
% weight front/rear	59/41

Cargo Measurement

Max. Load (lbs.)	900
Cargo Volume, cu.ft.	17
Towing Capacity (lbs.)	1,000

Fuel

Regular or premium	
CR overall mpg.	20

Overall Score	67
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	83
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬆		

Lincoln MKC



The MKC includes luxury and high-tech features, but this Ford Escape-based model falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but that engine returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The six-speed automatic's push-button shifter is inconveniently located far up on the dash. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure but trails its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. Sync 3 has replaced the convoluted MyLincoln Touch infotainment system.



Base Price: \$32,880-\$48,040

Body Styles: 4-door SUV

Trim Lines: Black Label, Premiere, Reserve, Select

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp); 2.3-liter 4 turbo (285 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	179
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	106
Weight (lbs.)	4,070
% weight front/rear	57/43

Cargo Measurement

Max. Load (lbs.)	825
Cargo Volume, cu.ft.	30.5
Towing Capacity (lbs.)	2,000

Fuel

Regular	
CR overall mpg	19

Overall Score	56
Predicted Reliability	✓
Owner Satisfaction	!
Road Test Score	72
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	✓	✓	✓
Engine Minor	✓	✓	✓
Engine Cooling	✓	✓	✓
Transmission Major	✓	✓	✓
Transmission Minor	✓	✓	✓
Drive System	✓	✓	✓
Fuel System	✓	✓	✓
Electrical	✓	✓	✓
Climate System	✓	✓	✓
Suspension	✓	!	✓
Brakes	✓	✓	✓
Exhaust	✓	✓	✓
Paint/Trim	✓	✓	✓
Noises/Leaks	✓	!	✗
Body Hardware	✓	✓	✓
Power Equipment	✗	✓	✗
In-Car Electronics	✗	✓	✗
USED CAR VERDICTS	✓	✓	✗
NEW CAR PREDICTION	Worse than average		

Lincoln MKT



This three-row SUV is based on the Ford Flex, with a similarly roomy interior and a more stylized shape. Base models are equipped with a lackluster 3.7-liter V6. We tested the uplevel 3.5-liter turbo V6 version, which was quick and returned 18 mpg overall. The ride is comfortable but stiffer than that of the Flex, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But visibility and the driving position are compromised, and the third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.



Base Price: \$43,530-\$49,025

Body Styles: 4-door SUV

Trim Lines: 3.5 EcoBoost, 3.7

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.5-liter V6 turbo (365 hp); 3.7-liter V6 (303 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	208
Width (in.)	76
Height (in.)	67
Wheelbase (in.)	118
Weight (lbs.)	4,980
% weight front/rear	54/46

Cargo Measurement

Max. Load (lbs.)	1,160
Cargo Volume, cu.ft.	36
Towing Capacity (lbs.)	4,500

Fuel

Regular or premium	
EPA combined mpg	17

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Lincoln MKX



The Lincoln MKX is a quiet, refined, and high-tech vehicle that is based on the very-capable Ford Edge. The standard 303-hp, 3.7-liter V6 feels a bit unremarkable, so we suggest getting the optional 335-hp, 2.7-liter turbo V6, which is smooth and delivers effortless thrust. The only knock against the MKX is its rather unimpressive fuel economy of 18 mpg overall. Handling is athletic, making the MKX fun to drive. The ride is steady and composed. Tall drivers will probably find that the push-button shifter is a long reach away. The very quiet cabin feels first-class, with abundant wood, brushed metal, and leather surfaces. Convenience and safety features include automatic emergency braking, lane-keeping assist, and cross-traffic alert.



Base Price: \$38,260-\$55,970
Body Styles: 4-door SUV
Trim Lines: 2.7L, 3.7L
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.7-liter V6 turbo (335 hp); 3.7-liter V6 (303 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....190
 Width (in.).....76
 Height (in.).....66
 Wheelbase (in.).....112
 Weight (lbs.).....4,560
 % weight front/rear.....59/41

Cargo Measurement

Max. Load (lbs.).....1,030
 Cargo Volume, cu.ft.....32.5
 Towing Capacity (lbs.).....3,500

Fuel

Regular
 CR overall mpg.....18

Overall Score	61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

Regular or premium
 CR overall mpg.....18

NEW CAR PREDICTION

Much worse than average

Lincoln MKZ



Based on the engaging Ford Fusion, the upscale Lincoln MKZ received some recent updates, including new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides ample power. In our tests the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive, and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. Inside is a quiet, luxurious cabin with comfortable seats, but it's a long reach to the push-button gear selector and the rear seat is snug. Available automatic emergency braking and pedestrian detection bolster the Lincoln's safety credentials.



Base Price: \$35,170-\$49,720
Body Styles: sedan
Trim Lines: Black Label, Hybrid, Premier, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 3.0-liter V6 turbo (350 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....194
 Width (in.).....73
 Height (in.).....58
 Wheelbase (in.).....112
 Weight (lbs.).....3,755
 % weight front/rear.....59/41

Cargo Measurement

Max. Load (lbs.).....875
 Cargo Volume, cu.ft.....15
 Towing Capacity (lbs.).....1,000

Fuel

Regular or premium
 CR overall mpg.....23-34

Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	88
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

Regular or premium
 CR overall mpg.....23-34

NEW CAR PREDICTION

Average

Lincoln Navigator



Redesigned for 2018, the Navigator builds upon its Ford Expedition sibling with more luxury and showmanship. The cabin of the new Navigator is thoroughly modern, elegant, and expensive looking—a stark contrast to the dated design of the outgoing model. Laminated front and side glass should help cut down on the excessive wind noise that plagued the previous Navigator. Designed with big, technology-laden families in mind, the three-row interior features numerous power ports and seating configurations that can accommodate up to eight passengers by using a second-row bench seat. The twin-turbo V6 is estimated to produce 450 hp, much more spritely than the last-generation model. A new 10-speed automatic transmission replaces the previous six-speed. Rear-drive is standard, with four-wheel drive being optional.



Base Price: \$72,055–\$96,905

Body Styles: 4-door SUV; extended SUV

Trim Lines: Base, Black Label, L

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 3.5-liter V6 turbo (420 hp); 3.5-liter V6 turbo (450 hp)

Transmissions: 10-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	210
Width (in.)	84
Height (in.)	76
Wheelbase (in.)	123
Weight (lbs.)	6,140
% weight front/rear	50/50
Cargo Measurement	
Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	8,700

Fuel

Regular	
CR overall mpg	NA

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	▲	*	*
Engine Minor	▲	*	*
Engine Cooling	▲	*	*
Transmission Major	▲	*	*
Transmission Minor	▲	*	*
Drive System	▲	*	*
Fuel System	▲	*	*
Electrical	▲	*	*
Climate System	▲	*	*
Suspension	▲	*	*
Brakes	▼	*	*
Exhaust	▲	*	*
Paint/Trim	▲	*	*
Noises/Leaks	▼	*	*
Body Hardware	▲	*	*
Power Equipment	▲	*	*
In-Car Electronics	▲	*	*
USED CAR VERDICTS	▲		
NEW CAR PREDICTION	Average 1		

Maserati Ghibli



Although the Ghibli is based on a Chrysler 300, this four-door coupe has its own character. The Ferrari-developed V6 turbo is mated to an eight-speed automatic. The uplevel SQ-4 all-wheel-drive version we tested uses a 404-hp version. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is fitted out with high-quality leather and suede, and most controls are easy to use, except for the unintuitive shifter. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches, sourced from the Chrysler parts bins. The S and S Q4's V6 turbo gains 20 more horsepower for 2018.



Base Price: \$72,300–\$80,500

Body Styles: sedan

Trim Lines: Base, GranLusso, GranSport, S, S Q4

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (430 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	77
Height (in.)	58
Wheelbase (in.)	118
Weight (lbs.)	4,625
% weight front/rear	52/48
Cargo Measurement	
Max. Load (lbs.)	925
Cargo Volume, cu.ft.	18
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	19

Overall Score	46
Predicted Reliability	▼
Owner Satisfaction	▼
Road Test Score	71
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ▼		

Maserati Levante



The Levante is Maserati's first-ever SUV, built on the same platform as the Ghibli and Quattroporte sedans. Pricing starts at \$72,000 for the 345-hp, V6 base model and reaches \$83,000 for the 424-hp S version. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and nice detailed stitching. However, the shifter is unintuitive to use. Safety gear includes forward-collision warning with brake assist and lane-departure warning.



Base Price: \$72,000-\$83,000

Body Styles: 4-door SUV

Trim Lines: Base, S

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (345 hp);

3.0-liter V6 turbo (424 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	197
Width (in.)	78
Height (in.)	66
Wheelbase (in.)	118
Weight (lbs.)	4,905
% weight front/rear	51/49

Cargo Measurement

Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	6,000

Fuel

Premium	
EPA combined mpg	16

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Mazda 3



Whether as a sedan or hatchback, the Mazda3 is fun to drive, thanks to its perky handling and an engine that tends to sing rather than buzz. At 33 mpg, the Mazda3 is one of the most fuel-efficient vehicles in the compact class. It also offers a host of luxury features rarely matched by any other compact car, including a multimedia system with a large center screen and active safety features such as a blind-spot monitoring system. On the downside, the car tends to be loud on the highway, and ride comfort isn't stellar. The infotainment system controls can be daunting at first and take a while to master, and the Toyota Corolla and Volkswagen Jetta have roomier rear seats. 2018 model adds standard forward-collision warning and low-speed automatic emergency braking.



Base Price: \$17,845-\$24,945

Body Styles: 4-door hatchback; sedan

Trim Lines: Grand Touring, Sport, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	180
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	106
Weight (lbs.)	2,875
% weight front/rear	60/40

Cargo Measurement

Max. Load (lbs.)	850
Cargo Volume, cu.ft.	12
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	32-33

Overall Score	76-77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72-73
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Mazda 6



✔ Sporty yet sparing with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, one of the best fuel economy among conventional midsize sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be responsive and capable in the corners. The ride is taut and steady but on the firm side, and the cabin is rather loud for the class, despite some recent tweaks Mazda has made to address this. The car received a recent mild freshening that includes a new dash and a center display screen that is operated via a central knob on the console, which takes practice to master. A head-up display is optional. 2018 brings standard forward-collision warning and city speed automatic emergency braking.



Base Price: \$21,945-\$30,695

Body Styles: sedan

Trim Lines: Grand Touring, Sport, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (184 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	111
Weight (lbs.)	3,185
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lbs.)	850
Cargo Volume, cu.ft.	15
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	32

Overall Score	79
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	79
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Mazda CX-3



✔ Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling; a solid and substantial feel; and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing mill but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. Blind-spot monitoring and adaptive cruise control are available. 2018 brings standard forward-collision warning with city speed automatic emergency braking.



Base Price: \$19,960-\$26,240

Body Styles: 4-door SUV

Trim Lines: Grand Touring, Sport, Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (146 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	168
Width (in.)	70
Height (in.)	61
Wheelbase (in.)	101
Weight (lbs.)	2,945
% weight front/rear	60/40
Cargo Measurement	
Max. Load (lbs.)	850
Cargo Volume, cu.ft.	18
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	28

Overall Score	65
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	64
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	*	*
Engine Minor	⬆	*	*
Engine Cooling	⬆	*	*
Transmission Major	⬆	*	*
Transmission Minor	⬆	*	*
Drive System	⬆	*	*
Fuel System	⬆	*	*
Electrical	⬆	*	*
Climate System	⬆	*	*
Suspension	⬆	*	*
Brakes	⬆	*	*
Exhaust	⬆	*	*
Paint/Trim	⬆	*	*
Noises/Leaks	⬆	*	*
Body Hardware	⬆	*	*
Power Equipment	⬆	*	*
In-Car Electronics	⬆	*	*
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Mazda CX-5



✓ It may look like the original CX-5, but the latest version is thoroughly redesigned and much improved. The 2.5-liter four-cylinder engine and six-speed automatic transmission make for a responsive, docile and unobtrusive powertrain. Fuel economy of 24 mpg is good but not a standout. Handling is responsive and enjoyable, and the ride is absorbent and steady, among the best in this class. The cabin is quiet, and interior quality now feels substantial and looks attractive. Soft-touch surfaces, some detailed stitching, and touches of chrome trim add class. The seats are comfortable both front and rear. However, there is a learning curve to mastering the infotainment system. 2018 brings standard forward-collision warning with city speed automatic emergency braking.



Base Price: \$24,045–\$30,695

Body Styles: 4-door SUV

Trim Lines: Grand Touring, Sport, Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (187 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	179
Width (in.)	73
Height (in.)	66
Wheelbase (in.)	106
Weight (lbs.)	3,590
% weight front/rear	57/43
Cargo Measurement	
Max. Load (lbs.)	850
Cargo Volume, cu.ft.	30.5
Towing Capacity (lbs.)	2,000

Fuel

Regular	
CR overall mpg	24

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mazda CX-9



Mazda's CX-9 is a stylish three-row SUV that is quite engaging to drive. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. This engine is rated at 250 hp if you use premium fuel, but there's no reason to do so. We got 22 mpg overall. Mazda's flagship SUV has nimble handling that makes it feel like a smaller vehicle. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on high-end trims, and the snug cockpit features comfortable seats. While second-row seating is generous, the third row is predictably tight. Mazda's dial-controlled infotainment system takes time to master. 2018 brings standard forward collision warning with low speed automatic emergency braking.



Base Price: \$31,520–\$44,315

Body Styles: 4-door SUV

Trim Lines: Grand Touring, Signature, Sport, Touring

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.5-liter 4 turbo (227 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	76
Height (in.)	68
Wheelbase (in.)	113
Weight (lbs.)	4,585
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lbs.)	1,190
Cargo Volume, cu.ft.	34
Towing Capacity (lbs.)	3,500

Fuel

Regular	
CR overall mpg	22

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Mazda MX-5 Miata



The fourth-generation Miata remains true to Mazda's original formula of a lightweight, rear-wheel-drive roadster. Although 155 hp from the 2.0-liter four doesn't sound impressive, the Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy; we'd skip the optional automatic, though it works fine. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze.



Base Price: \$24,915-\$34,925

Body Styles: convertible

Trim Lines: Club, Grand Touring, RF, Sport

Drive Wheels: Rear

Seating: 2 front

Engines: 2.0-liter 4 (155 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	154
Width (in.)	.68
Height (in.)	.49
Wheelbase (in.)	91
Weight (lbs.)	2,335
% weight front/rear	53/47
Cargo Measurement	
Max. Load (lbs.)	340
Cargo Volume, cu.ft.	.5
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	34

Overall Score	64
Predicted Reliability	👉
Owner Satisfaction	👍
Road Test Score	80
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	👍	👍	👍
Engine Minor	👍	👍	👍
Engine Cooling	👍	👍	👍
Transmission Major	👍	👉	👍
Transmission Minor	👍	👉	👍
Drive System	👎	👍	👍
Fuel System	👉	👍	👍
Electrical	👍	👍	👍
Climate System	👍	👍	👍
Suspension	👍	👉	👍
Brakes	👍	👍	👍
Exhaust	👍	👍	👍
Paint/Trim	👍	👍	👍
Noises/Leaks	👎	👉	👍
Body Hardware	👉	👎	👍
Power Equipment	👉	👍	👍
In-Car Electronics	👍	👍	👉
USED CAR VERDICTS	👎	👎	👍
NEW CAR PREDICTION	Worse than average 👉		

Mercedes-Benz C-Class



This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Semi-autonomous highway steering is optional, and autonomous braking is standard. The rip-roaring C63 AMG gets a 469-hp twin-turbo V8 in standard form or 503-hp in the S version. Additional variants include a C350e plug-in hybrid and the C43 AMG with a 3.0-liter turbo V6.



Base Price: \$39,500-\$80,850

Body Styles: convertible; coupe; sedan

Trim Lines: C300, C350e, C43 AMG, C63, C63 S

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (241 hp); 2.0-liter 4 hybrid (275 hp); 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (469 hp); 4.0-liter V8 turbo (503 hp)

Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	.71
Height (in.)	.57
Wheelbase (in.)	112
Weight (lbs.)	3,670
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lbs.)	795
Cargo Volume, cu.ft.	17
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	26

Overall Score	66
Predicted Reliability	👉
Owner Satisfaction	👎
Road Test Score	85
Crash Prevention	Std./👍

Reliability History

Trouble Spots	15	16	17
Engine Major	👉	👍	👍
Engine Minor	👉	👍	👉
Engine Cooling	👍	👍	👍
Transmission Major	👍	👍	👍
Transmission Minor	👉	👍	👍
Drive System	👍	👍	👍
Fuel System	👍	👍	👍
Electrical	👍	👍	👍
Climate System	👍	👍	👍
Suspension	👉	👉	👍
Brakes	👍	👉	👍
Exhaust	👍	👍	👍
Paint/Trim	👉	👍	👍
Noises/Leaks	👎	👉	👉
Body Hardware	👍	👉	👉
Power Equipment	👎	👎	👉
In-Car Electronics	👉	👎	👎
USED CAR VERDICTS	👉	👉	👉
NEW CAR PREDICTION	Worse than average 👉		

Mercedes-Benz CLA



Don't let the three-pointed star confuse you. Most mainstream sedans, let alone a typical Mercedes-Benz, deliver a better driving experience than the CLA. The engine and transmission lack refinement. At first the powertrain feels unresponsive, then the power comes on abruptly. Though the car is agile, the ride is punishingly stiff and the CLA is loud inside. Cabin access is difficult, and the well-appointed interior is cramped. The heavily promoted base price is something of a tease; buyers need to spend a lot on options to get the luxury features expected on a premium model. Prices can rise to the \$50,000 range for an available 375-hp AMG CLA45 version that sounds more exciting on paper than it feels behind the wheel.



Base Price: \$32,700–\$50,400

Body Styles: sedan

Trim Lines: 250, 45 AMG

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (208 hp);
2.0-liter 4 turbo (375 hp)

Transmissions: 7-speed automatic;
7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)182
Width (in.)70
Height (in.)57
Wheelbase (in.)106
Weight (lbs.)3,335
% weight front/rear61/39

Cargo Measurement

Max. Load (lbs.)860
Cargo Volume, cu.ft.13
Towing Capacity (lbs.)NR

Fuel

Premium
CR overall mpg28

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Std./ 

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average



Mercedes-Benz CLS



The base powertrain on the CLS is a 329-hp, twin-turbo 3.0-liter V6 hooked up to a seven-speed automatic. The CLS550 version gets a 402-hp, 4.7-liter twin-turbo V8 mated to a new nine-speed automatic. An AMG version with a 577-hp, 5.5-liter V8 delivers ferocious acceleration. Handling is capable and surprisingly agile for such a large car. The ride is firm but supple and steady. The coupelike styling results in a low roof and small windows, reducing interior space. That limits cabin access, hurts visibility, and compromises rear-seat room. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated.



Base Price: \$74,850–\$108,900

Body Styles: sedan

Trim Lines: CLS400, CLS550, CLS63 S

Drive Wheels: Rear, AWD

Seating: 2 front, 2 rear

Engines: 3.0-liter V6 turbo (329 hp);
4.7-liter V8 turbo (402 hp); 5.5-liter
V8 turbo (577 hp)

Transmissions: 7-speed automatic;
9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)195
Width (in.)74
Height (in.)56
Wheelbase (in.)113
Weight (lbs.)4,160
% weight front/rear51/49

Cargo Measurement

Max. Load (lbs.)915
Cargo Volume, cu.ft.15
Towing Capacity (lbs.)NR

Fuel

Premium
EPA combined mpg20

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./ 

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION

Average



Mercedes-Benz E-Class



✓ The E-Class delivers good fuel economy and is more nimble than the previous generation, but dials back on ride comfort, interior room, and user-friendliness. The E300's 241-hp, 2.0-liter turbo four-cylinder is linked to a nine-speed automatic. This combination works well, but it won't set your heart on fire. Then again, we got a commendable 24 mpg overall. The car is quiet and handles with agility. Though the ride is mostly comfortable, it isn't as plush as in the last generation and the suspension struggles to smother impacts from some potholes. Inside, the dash features high-resolution displays, but the controls have grown more complicated. Even adjusting the seat's lumbar support is a multistep process done through the central controller and screen. New technology gives the E-Class the ability to follow the road and steer itself temporarily as a driver-assist feature.



Base Price: \$52,150–\$104,400

Body Styles: convertible; coupe; sedan; wagon

Trim Lines: AMG E43, AMG E63 S, E300, E400

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (329 hp); 3.0-liter V6 turbo (396 hp); 4.0-liter V8 turbo (603 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 194
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 116
Weight (lbs.) 4,030
% weight front/rear 54/46

Cargo Measurement

Max. Load (lbs.) 1,070
Cargo Volume, cu.ft. 16
Towing Capacity (lbs.) NR

Fuel

Premium
CR overall mpg 24

Overall Score	84
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	85
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average ⬆️		

Mercedes-Benz GLA



Essentially a raised hatchback version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined, and power delivery is not even. This makes the GLA feel lethargic at first, then power comes on abruptly. Handling is nimble, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor, and headroom is snug. Safety features include a forward-collision mitigation system. Automatic emergency braking and blind-spot monitoring are optional. A front-drive version and a high-performance 375-hp GLA45 are available. The infotainment system has become more complicated, but it is now compatible with Android Auto and Apple CarPlay.



Base Price: \$33,400–\$50,600

Body Styles: 4-door SUV

Trim Lines: 250, 45 AMG

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (375 hp)

Transmissions: 7-speed sequential

Overall Score	63
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	70
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Facts & Figures

Exterior Dimensions

Length (in.) 174
Width (in.) 71
Height (in.) 60
Wheelbase (in.) 106
Weight (lbs.) 3,535
% weight front/rear 60/40

Cargo Measurement

Max. Load (lbs.) 795
Cargo Volume, cu.ft. 23
Towing Capacity (lbs.) NR

Fuel

Premium
CR overall mpg 26

Mercedes-Benz GLC



Based on the C-Class, the GLC is one of the best compact luxury SUVs on the market. Plush furnishings inside the quiet cabin prove appealing, although it also has Mercedes' complex infotainment system. The front seats are very comfortable and supportive, but the rear is a bit snug. The 2.0-liter turbo four-cylinder delivers ample power and is matched to a nine-speed automatic that works well. The GLC rides comfortably and handles with athleticism. Automatic braking is standard, but other safety gear—such as blind-spot monitoring and cross-traffic alert—comes in confusing option packages. A turbo V6 AMG GL43 and a coupelike SUV, the GLC Coupe, are also available.



Base Price: \$39,150–\$54,900
Body Styles: 4-door SUV
Trim Lines: AMG GLC43, AMG GLC63, GLC300
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (469 hp)
Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....183
 Width (in.).....74
 Height (in.).....65
 Wheelbase (in.).....113
 Weight (lbs.).....4,010
 % weight front/rear.....53/47

Cargo Measurement

Max. Load (lbs.).....950
 Cargo Volume, cu.ft.....28
 Towing Capacity (lbs.).....4,850

Fuel

Premium
 CR overall mpg.....22

Overall Score	54
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

Much worse than average

NEW CAR PREDICTION

Mercedes-Benz GLE



Renamed from the M-Class, the GLE is a capable and luxurious midsize SUV. The GLE350 comes with a 3.5-liter, 302-hp V6 that delivers smooth and powerful acceleration with 18 mpg overall and generous towing capacity. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback. The first-rate interior finish and the well-padded, supportive seats are interior highlights, but the infotainment system is complex. Automatic emergency braking is standard. A plug-in hybrid version is said to deliver 18 miles of all-electric driving.



Base Price: \$52,000–\$108,840
Body Styles: 4-door SUV
Trim Lines: GLE350, GLE400, GLE43 AMG, GLE550e, GLE63 AMG, GLE63 S AMG
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (329 hp, 362 hp); 3.0-liter V6 hybrid (436 hp); 3.5-liter V6 (302 hp); 5.5-liter V8 turbo (550 hp, 577 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....189
 Width (in.).....76
 Height (in.).....71
 Wheelbase (in.).....115
 Weight (lbs.).....4,915
 % weight front/rear.....52/48

Cargo Measurement

Max. Load (lbs.).....1,080
 Cargo Volume, cu.ft.....37.5
 Towing Capacity (lbs.).....7,200

Fuel

Premium
 CR overall mpg.....18

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

Average

NEW CAR PREDICTION

Mercedes-Benz GLS



Mercedes' seven-passenger SUV, the GLS, was recently freshened, gaining revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current and more complex Mercedes-Benz infotainment system. Our last tested version was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved very clumsy when pushed to its handling limits. Engines include a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. Available safety equipment includes cross-traffic alert, blind-spot warning, and lane-keeping assist.



Base Price: \$68,700-\$124,100

Body Styles: 4-door SUV

Trim Lines: 450, 550, AMG S63

Drive Wheels: AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.0-liter V6 turbo (362 hp);

4.7-liter V8 turbo (449 hp); 5.5-liter

V8 turbo (577 hp)

Transmissions: 7-speed automatic;

9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....202

Width (in.).....76

Height (in.).....73

Wheelbase (in.).....121

Weight (lbs.).....5,660

% weight front/rear.....50/50

Cargo Measurement

Max. Load (lbs.).....1,180

Cargo Volume, cu.ft.....47

Towing Capacity (lbs.).....7,500

Fuel

Premium

EPA combined mpg.....19

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬇️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⬇️		

Mercedes-Benz S-Class



✓ The S-Class is brimming with features and qualities that make it stand out among luxury cars. A powerful 4.7-liter turbo V8 provides effortless acceleration and delivered 18 mpg overall in our tests. The S-Class brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush and steady—the best we've ever tested—and the cabin is ultra-hushed. Along with the seats and steering wheel, the door and center armrests are heated as well. Even though the S-Class is large and posh, handling agility is commendable. Many controls are overly complicated, however. A coupe version is available, as is a plug-in hybrid. 2018 bring new engines that Mercedes-Benz claims are more fuel efficient.



Base Price: \$96,600-\$247,900

Body Styles: convertible; coupe; sedan

Trim Lines: S450, S500e, S560, S600, S63 AMG, S65 AMG

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (362 hp);

3.0-liter V6 hybrid (436 hp); 4.0-liter

V8 turbo (463 hp, 603 hp); 6.0-liter

V12 turbo (523 hp, 621 hp)

Transmissions: 7-speed automatic;

9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.).....207

Width (in.).....75

Height (in.).....59

Wheelbase (in.).....125

Weight (lbs.).....4,935

% weight front/rear.....53/47

Cargo Measurement

Max. Load (lbs.).....915

Cargo Volume, cu.ft.....16

Towing Capacity (lbs.).....NR

Fuel

Premium

CR overall mpg.....18

Overall Score	78
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	96
Crash Prevention	Std./⬆️

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	
NEW CAR PREDICTION	Average ⬆️		

Mercedes-Benz SL



The SL is a high-performance grand-touring convertible. The entry-level SL450's twin-turbo 3.0-liter V6 engine gets a boost to 362 hp and is mated to a new nine-speed automatic. The next step up the SL ladder, the SL550, is powered by twin-turbo 4.7-liter V8, now making 449 hp. The monster AMG models—SL63 and SL65—make do with 577-hp, twin-turbo 5.5-liter V8 and 621-hp, twin-turbo 6.0-liter V12 engines, respectfully. The SL is a luxury roadster with a foldable hardtop that's comfortable and quiet. One slick feature is a roof panel that offers varying degrees of opacity. Safety features include automatic emergency braking, blind-spot detection, and lane-keeping assist.



Base Price: \$86,950–\$219,850

Body Styles: convertible

Trim Lines: SL450, SL550, SL63 AMG, SL65 AMG

Drive Wheels: Rear

Seating: 2 front

Engines: 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp); 6.0-liter V12 turbo (621 hp)

Transmissions: 7-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.) 74
Height (in.) 51
Wheelbase (in.) 102
Weight (lbs.) 3,960
% weight front/rear 50/50

Cargo Measurement

Max. Load (lbs.) NA
Cargo Volume, cu.ft. 14
Towing Capacity (lbs.) NR

Fuel

Premium
EPA combined mpg 20

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mercedes-Benz SLC



For 2017, the updated SLK also gets a new name: SLC. It features a retractable hardtop that does a great job at keeping the interior quiet. The SLK250 we tested had a 1.8-liter turbo four-cylinder that delivered ample thrust, and the new SLC300 uses a more powerful 2.0-liter engine coupled to a nine-speed automatic. There is a more powerful V6 SLC43 version. The SLC has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep your neck warm during chilly top-down drives.



Base Price: \$47,950–\$61,300

Body Styles: convertible

Trim Lines: SLC300, SLC43

Drive Wheels: Rear

Seating: 2 front

Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp)

Transmissions: 9-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 163
Width (in.) 72
Height (in.) 51
Wheelbase (in.) 96
Weight (lbs.) 3,295
% weight front/rear 51/49

Cargo Measurement

Max. Load (lbs.) 560
Cargo Volume, cu.ft. 10
Towing Capacity (lbs.) NR

Fuel

Premium
EPA combined mpg 27

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mini Cooper



Minis are quirky and fun to drive, whether you have the classic two-door or the more practical four-door version. Base Coopers use a turbocharged three-cylinder that sounds a bit gravelly and returned 31 mpg overall with the six-speed automatic. The more powerful and nicer-sounding Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. Handling is nimble and sporty, making all versions fun to drive. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past \$30,000. A high-performance John Cooper Works bumps the power to 228 hp and gets firmer suspension.



Base Price: \$21,600–\$36,600
Body Styles: 2-door hatchback; 4-door hatchback; convertible
Trim Lines: Base, JCW, S
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 151
 Width (in.)68
 Height (in.)56
 Wheelbase (in.)98
 Weight (lbs.) 2,775
 % weight front/rear 63/37

Cargo Measurement

Max. Load (lbs.) 770
 Cargo Volume, cu.ft.9
 Towing Capacity (lbs.) NR

Fuel

Premium
 CR overall mpg 30-31

Overall Score	54-63
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	68-81
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬇	⬆	⬆
Engine Minor	⬇	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬇	⬆	⬆
NEW CAR PREDICTION	Worse than average ⬇		

Mini Cooper Clubman



The Clubman is a longer and wider version of the four-door Cooper and shares its platform with the BMW X1. Engine choices include a slightly wheezy-sounding three-cylinder turbo in the base car or a quicker and more enjoyable-sounding four-cylinder turbo in the S. The base Clubman we tested posted a very good 28 mpg overall. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's backseat is actually habitable. Controls take some getting used to, and the rear view is compromised by the two rear barn doors. With typical options, the Clubman is priced in the low-\$30,000s and the S can easily get to the high-\$30,000s. An all-wheel-drive version is available on the S.



Base Price: \$24,800–\$35,900
Body Styles: wagon
Trim Lines: Base, JCW, S
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.) 168
 Width (in.)71
 Height (in.)57
 Wheelbase (in.) 105
 Weight (lbs.) 3,175
 % weight front/rear 59/41

Cargo Measurement

Max. Load (lbs.) 980
 Cargo Volume, cu.ft.23
 Towing Capacity (lbs.) NR

Fuel

Premium
 CR overall mpg 28

Overall Score	54
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	67
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⬇		

Mini Cooper Countryman



The SUV-like Countryman is based on the Clubman, and offers two engines: a so-so 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. An AWD plug-in hybrid version is also available. This Countryman is the roomiest Mini ever, and features a comfortable back seat. Handling remains agile, making the Countryman fun to drive. The ride is on the firm side and the cabin can get loud. The Mini Driving Assistant system, which includes forward-collision warning with low-speed automatic emergency braking, pedestrian warning with brake assist, is hard to find and requires buying numerous option packages. The BMW-like iDrive system has a learning curve, but ultimately proves logic.



Base Price: \$26,600–\$37,800

Body Styles: 4-door SUV

Trim Lines: Base, JCW, Plug-in Hybrid, S

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 3 turbo (134 hp); 1.5-liter 3 hybrid (221 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	170
Width (in.)	72
Height (in.)	61
Wheelbase (in.)	105
Weight (lbs.)	3,690
% weight front/rear	58/42

Cargo Measurement

Max. Load (lbs.)	925
Cargo Volume, cu.ft.	23.5
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	25

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Mitsubishi Eclipse Cross



Mitsubishi's all-new Eclipse Cross small SUV goes on sale in early 2018. Based on the same platform as the Outlander and Outlander Sport, the Eclipse Cross slots between the two Outlander variants size-wise. All three share the same 105-in. wheelbase. The rear seat is adjustable fore and aft, and it can recline. Power comes from a 1.5-liter turbo four-cylinder mated to a CVT, with a choice of front- and all-wheel drive. A center console touchpad handles infotainment functions; the system offers compatibility with Apple CarPlay and Android Auto. The Eclipse Cross marks Mitsubishi's first use of a head-up display in the U.S. The Eclipse part of the new SUV's name refers to a sports coupe sold by the company from 1990 through 2012.



Base Price: \$19,000–\$24,000E

Body Styles: 4-door SUV

Trim Lines: 1.5T

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (170 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	173
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	105
Weight (lbs.)	NA
% weight front/rear	NA

Cargo Measurement

Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	NA

Fuel

Regular	
EPA combined mpg	NA

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mitsubishi Mirage



Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an inviting image of an economical runabout. But that mirage quickly dissipates when you drive this tiny, tinny car. Recent minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage and, for the money, there are many much better used cars for the same price.



Base Price: \$12,995-\$16,995

Body Styles: 4-door hatchback; sedan

Trim Lines: ES, GT, SE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.2-liter 3 (78 hp)

Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	149
Width (in.)	66
Height (in.)	59
Wheelbase (in.)	97
Weight (lbs.)	2,085
% weight front/rear	61/39
Cargo Measurement	
Max. Load (lbs.)	825
Cargo Volume, cu.ft.	17
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	37

Overall Score	37
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	29
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Better than average	⬆
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Mitsubishi Outlander



Outdated and outclassed, the Outlander struggles to compete. Its high point is a standard tiny third-row seat, rare in this class. Though the ride is absorbent, it is also buoyant and doesn't feel tied down. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, though its 24 mpg overall is competitive. Top-tier GT trims get a 224-hp, 3.0-liter V6 and six-speed automatic. Forward-collision warning and lane-departure warning are available on some trims. The upcoming 2018 plug-in hybrid will cost more than \$40,000.



Base Price: \$23,495-\$31,695

Body Styles: 4-door SUV

Trim Lines: ES, GT, SE, SEL

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	105
Weight (lbs.)	3,610
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lbs.)	1,155
Cargo Volume, cu.ft.	32.5
Towing Capacity (lbs.)	1,500

Fuel

Regular or premium	
CR overall mpg	24

Overall Score	63
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	59
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬇	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬇	*
Noises/Leaks	⬆	⬇	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*

USED CAR VERDICTS

NEW CAR PREDICTION	Better than average	⬆
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Mitsubishi Outlander Sport



This shortened version of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling isn't that nimble, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Recent updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.



Base Price: \$19,795-\$27,695

Body Styles: 4-door SUV

Trim Lines: ES, GT, LE, SE, SEL

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)

Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	169
Width (in.)	70
Height (in.)	64
Wheelbase (in.)	105
Weight (lbs.)	3,290
% weight front/rear	59/41

Cargo Measurement

Max. Load (lbs.)	825
Cargo Volume, cu.ft.	25.5
Towing Capacity (lbs.)	NR

Fuel

Regular	
EPA combined mpg	26

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS		
NEW CAR PREDICTION	Better than average	

Nissan Altima



✓ This rather generic though roomy sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience in more demanding situations. In our tests we got a decent 29 mpg overall in the 2.5-liter four-cylinder, and the 3.5-liter V6 returned 24 mpg overall. Handling feels mushy and saps confidence with its overly light steering, though it is ultimately secure. The ride is superficially soft, but over sharp bumps the suspension loses its absorbercy. Controls are easy to use, but the infotainment system is fussy to use and limits phone interaction only to voice commands. Blind-spot and lane-departure warning systems are available. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$22,500-\$32,690

Body Styles: sedan

Trim Lines: 2.5, 2.5 S, 2.5 SL, 2.5

SR, 2.5 SV, 3.5 SL, 3.5 SR, Midnight Edition

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (179 hp); 3.5-liter V6 (270 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	58
Wheelbase (in.)	109
Weight (lbs.)	3,245
% weight front/rear	61/39

Cargo Measurement

Max. Load (lbs.)	900
Cargo Volume, cu.ft.	15
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	24-29

Overall Score	72-77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71-80
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Nissan Armada



This less expensive version of the Infiniti QX80 is powered by a slick and powerful 390-hp, 5.6-liter V8. We got a paltry 14 mpg overall, however. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in Platinum trim. Controls are a bit dated, and it's a long reach to some buttons and knobs. Seven- or eight-passenger seating configurations are available, and the third row can power fold and unfold. Advanced safety systems such as forward-collision warning with automatic braking and blind-spot warning are part of the technology package. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500 pounds.



Base Price: \$45,600-\$61,590
Body Styles: 4-door SUV
Trim Lines: Platinum, SL, SV
Drive Wheels: Rear, 4WD
Seating: 2 front, 2 rear, 3 third
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)..... 209
 Width (in.)..... 80
 Height (in.)..... 76
 Wheelbase (in.)..... 121
 Weight (lbs.)..... 5,910
 % weight front/rear..... 52/48

Cargo Measurement

Max. Load (lbs.)..... 1,545
 Cargo Volume, cu.ft..... 47
 Towing Capacity (lbs.)..... 8,500

Fuel

Regular
 CR overall mpg..... 14

Overall Score	55
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	69
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION Worse than average ⬇️

Nissan Frontier



Dating back to 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the previous-generation larger Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. A 2.5-liter four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. A redesign is in the pipeline.



Base Price: \$18,390-\$36,800
Body Styles: crew cab; extended cab
Trim Lines: DR, PRO-4X, S, SL, SV
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (152 hp); 4.0-liter V6 (261 hp)
Transmissions: 5-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)..... 206
 Width (in.)..... 73
 Height (in.)..... 70
 Wheelbase (in.)..... 126
 Weight (lbs.)..... 4,655
 % weight front/rear..... 55/45

Cargo Measurement

Max. Load (lbs.)..... 1,160
 Cargo Volume, cu.ft..... NA
 Towing Capacity (lbs.)..... 6,100

Fuel

Regular
 EPA combined mpg..... 17

Overall Score	NA
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	NA
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*

USED CAR VERDICTS

NEW CAR PREDICTION Better than average ⬆️

Nissan Juke



The funky-looking Juke has the raised ride height and optional AWD of an SUV, but with very carlike handling and maneuverability. The steeply raked rear quarter makes for lousy visibility aft. The rear seat is tight, and the trifling cargo space limits practicality. Tidy handling and Nissan's punchy 1.6-liter turbo four-cylinder make it fun and zippy. Its 24 mpg overall isn't bad, but the need for premium fuel is a downer. A continuously variable transmission is standard. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. The Juke scored a Poor in the IIHS small-overlap crash test.



Base Price: \$20,250-\$30,020

Body Styles: 4-door SUV

Trim Lines: NISMO, NISMO RS, S, SL, SV

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (188 hp);

1.6-liter 4 turbo (215 hp)

Transmissions: 6-speed manual; CVT

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions

Length (in.)	162
Width (in.)	70
Height (in.)	62
Wheelbase (in.)	100
Weight (lbs.)	3,170
% weight front/rear	60/40
Cargo Measurement	
Max. Load (lbs.)	860
Cargo Volume, cu.ft.	11
Towing Capacity (lbs.)	NR

Fuel

Premium	
EPA combined mpg	28

Nissan Leaf



The 2018 Nissan Leaf electric car has been significantly updated with a more powerful electric motor, longer-lasting battery pack that promises 150 miles of driving range, and new driver-assist features. With a base price of \$29,990, the new Leaf is priced slightly cheaper than the outgoing version. Against more expensive rivals like the Chevrolet Bolt and Tesla Model S, the Leaf is a bargain. However, both the Chevy and Tesla boast significantly longer driving ranges. Nissan offers new tech features, such as Pro Pilot Assist and E-Pedal, to help reduce driver fatigue by taking over some—though not all—driving functions, when conditions permit their operation. Forward-collision warning with automatic emergency braking is standard. The new Leaf will go on sale in early-2018.



Base Price: \$29,990-\$36,200

Body Styles: 4-door hatchback

Trim Lines: S, SL, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (147 hp)

Transmissions: 1-speed direct

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions

Length (in.)	176
Width (in.)	71
Height (in.)	61
Wheelbase (in.)	106
Weight (lbs.)	3,450
% weight front/rear	NA
Cargo Measurement	
Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	24
Towing Capacity (lbs.)	NR

Fuel

Electric	
EPA combined mpg	NA

Nissan Maxima



The Maxima continues to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan that costs \$40,000. The Maxima has a plush interior and a number of high-tech safety and connectivity features, and uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$32,560-\$39,990

Body Styles: sedan

Trim Lines: Platinum, S, SL, SR, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (300 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	73
Height (in.)	57
Wheelbase (in.)	109
Weight (lbs.)	3,535
% weight front/rear	61/39
Cargo Measurement	
Max. Load (lbs.)	900
Cargo Volume, cu.ft.	14
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	25

Overall Score	71
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	81
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Nissan Murano



✓ Nissan's midsize SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inch. Optional safety features include blind-spot and cross-traffic warnings. An available 8-inch color display houses the NissanConnect infotainment system. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$29,770-\$44,665

Body Styles: 4-door SUV

Trim Lines: Midnight Edition, Platinum, S, SL, SV

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (260 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	75
Height (in.)	67
Wheelbase (in.)	111
Weight (lbs.)	4,025
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lbs.)	900
Cargo Volume, cu.ft.	33.5
Towing Capacity (lbs.)	1,500

Fuel

Regular	
CR overall mpg	21

Overall Score	72
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	77
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Nissan Pathfinder



This midsize SUV has seating for up to seven, but the second row's posture is not ideal and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. The ride is comfortable enough, but handling lacks agility. The cabin is quiet and spacious, the controls are fairly easy to master, and the passenger-side rear seat can be moved forward with a child seat installed, but the result of that setup is an overly low second-row seat cushion. Blind-spot warning and rear cross-traffic alert are available. A recent freshening saw the V6 gain 24 horsepower and an increase in towing capacity to 6,000 pounds. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$30,790-\$44,010
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (284 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)199
 Width (in.)77
 Height (in.)70
 Wheelbase (in.)114
 Weight (lbs.)4,505
 % weight front/rear54/46
Cargo Measurement
 Max. Load (lbs.)1,150
 Cargo Volume, cu.ft.39.5
 Towing Capacity (lbs.)6,000

Fuel
 Regular
 CR overall mpg18

Overall Score	69
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Nissan Rogue



The easy-to-drive Rogue is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless you tromp on the gas pedal. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and is nicely finished. The second-row seat is very roomy, and the small, optional third-row seat allows seating for seven in a pinch. A hybrid version with a 176-hp, 2.0-liter engine is offered. Available safety gear includes rear cross-traffic alert and blind-spot warnings. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$24,420-\$32,910
Body Styles: 4-door SUV
Trim Lines: Midnight Edition, S, SL, SL Hybrid, SV, SV Hybrid
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (176 hp); 2.5-liter 4 (170 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)185
 Width (in.)72
 Height (in.)66
 Wheelbase (in.)107
 Weight (lbs.)3,590
 % weight front/rear57/43
Cargo Measurement
 Max. Load (lbs.)900
 Cargo Volume, cu.ft.31.5
 Towing Capacity (lbs.)1,100

Fuel
 Regular
 CR overall mpg24

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Nissan Rogue Sport



Measuring a foot shorter than the familiar Rogue, the new Rogue Sport gives Nissan a smaller SUV to bridge the gap between the Juke and Rogue. All trims use the same pleasant, though not overly-powerful, 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. The Sport handles responsively and rides in a civilized manner, with cabin noise kept to reasonable levels. Connectivity features include the available NissanConnect navigation/app system with a 7.0-inch color touch screen and Siri Eyes Free. Plus, the Sport offers a 360-degree view camera, which is helpful for negotiating tight parking spaces. For 2018, forward-collision warning with automatic emergency braking is standard.



Base Price: \$21,420-\$27,420

Body Styles: 4-door SUV

Trim Lines: S, SL, SV

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (141 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	72
Height (in.)	63
Wheelbase (in.)	104
Weight (lbs.)	3,415
% weight front/rear	59/41

Cargo Measurement

Max. Load (lbs.)	900
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	NR

Fuel

Regular	
EPA combined mpg	27

Overall Score	NA
Predicted Reliability	1
Owner Satisfaction	1
Road Test Score	NA
Crash Prevention	Std./6

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		1

Nissan Sentra



Overall, the compact Sentra trails the class. A recent freshening resulted in a quieter car, thanks in part to the less-intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff and driving experience is ho-hum and joyless. The tall stance aids cabin access, the elevated driving position helps visibility, and the rear seat is one of the roomiest in the class. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. Improvements to occupant crash protection resulted in better IIHS crash-test scores, and available safety features include blind-spot warning and rear cross-traffic alert. Sportier turbo and NISMO versions are available. For 2018, most versions of the Sentra get standard forward-collision warning and automatic emergency braking.



Base Price: \$16,990-\$24,990

Body Styles: sedan

Trim Lines: NISMO, S, SL, SR, SR

Turbo, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 (124 hp); 1.8-liter 4 turbo (188 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	69
Height (in.)	59
Wheelbase (in.)	106
Weight (lbs.)	2,865
% weight front/rear	61/39

Cargo Measurement

Max. Load (lbs.)	860
Cargo Volume, cu.ft.	15
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	31

Overall Score	51
Predicted Reliability	4
Owner Satisfaction	4
Road Test Score	62
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	6	6	*
Engine Minor	6	6	*
Engine Cooling	6	6	*
Transmission Major	1	6	*
Transmission Minor	6	6	*
Drive System	1	6	*
Fuel System	6	6	*
Electrical	6	6	*
Climate System	6	6	*
Suspension	6	6	*
Brakes	4	6	*
Exhaust	6	6	*
Paint/Trim	1	4	*
Noises/Leaks	4	4	*
Body Hardware	6	6	*
Power Equipment	4	6	*
In-Car Electronics	6	6	*
USED CAR VERDICTS	4	6	
NEW CAR PREDICTION	Worse than average		4

Nissan Titan



The regular Titan is more pleasant than the XD version, which is positioned between a light-duty truck and a heavy-duty version. Nissan's light-duty Titan comes with a smooth and punchy gas 5.6-liter V8 that is mated to a slick and responsive seven-speed automatic transmission. A V6 engine will follow later. The ride is more tolerable than the XD's, and handling is less clumsy. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped-a nice touch. A suite of safety and driver-assistance features is offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. When properly equipped, the Titan is able to tow 9,390 pounds.



Base Price: \$29,580-\$55,850
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Platinum Reserve, PRO-4X, S, SL, SV
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	228
Width (in.)	80
Height (in.)	77
Wheelbase (in.)	140
Weight (lbs.)	5,770
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lbs.)	1,435
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	9,390
Fuel	
Regular	
CR overall mpg.	16

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Worse than average 
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Nissan Versa



Nissan's subcompact Versa sedan, with its cheap interior and noisy cabin, even lags behind other unimpressive subcompacts. Overall, it feels like a bare-bones penalty box. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is stiff, with short quick pitches that make it feel jumpy. To its credit, the rear seat is relatively roomy, most controls are straightforward, and fuel economy is commendable at 32 mpg overall. The Versa Note is a much nicer car and a better choice.



Base Price: \$11,990-\$17,280
Body Styles: sedan
Trim Lines: S, S Plus, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (109 hp)
Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	175
Width (in.)	67
Height (in.)	60
Wheelbase (in.)	102
Weight (lbs.)	2,430
% weight front/rear	59/41
Cargo Measurement	
Max. Load (lbs.)	850
Cargo Volume, cu.ft.	15
Towing Capacity (lbs.)	NR
Fuel	
Regular	
CR overall mpg.	32

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Better than average 
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Nissan Versa Note



This little subcompact offers amazing space and versatility. It's also quieter and more relaxed to drive than most competitors. Its tall stance and wide doors make it easy to maneuver, park, and hop into and out of. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan's. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The continuously variable transmission can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Standard Bluetooth, available heated seats, and the surround-view camera system are helpful features.



Base Price: \$15,480-\$18,710
Body Styles: 4-door hatchback
Trim Lines: S, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (109 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.).....164
Width (in.).....67
Height (in.).....61
Wheelbase (in.).....102
Weight (lbs.).....2,470
% weight front/rear.....60/40

Cargo Measurement

Max. Load (lbs.).....850
Cargo Volume, cu.ft.....23
Towing Capacity (lbs.).....NR

Fuel

Regular
CR overall mpg.....31

Overall Score	62
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	61
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬇	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬇	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬇	⬆	*
In-Car Electronics	⬆	⬆	*
USED CAR VERDICTS	⬆	⬇	
NEW CAR PREDICTION	Better than average ⬆		

Nissan Z



✓ Employing a strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. Convertible and stiffer-riding, higher-performance NISMO versions are available. A noise cancelation/enhancement system was added to quiet some of the interior racket.



Base Price: \$29,990-\$49,400
Body Styles: convertible; coupe
Trim Lines: Base, NISMO, NISMO
Tech, Sport, Sport Tech, Touring, Touring Sport
Drive Wheels: Rear
Seating: 2 front
Engines: 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)
Transmissions: 7-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....167
Width (in.).....73
Height (in.).....52
Wheelbase (in.).....100
Weight (lbs.).....3,385
% weight front/rear.....54/46

Cargo Measurement

Max. Load (lbs.).....450
Cargo Volume, cu.ft.....7
Towing Capacity (lbs.).....NR

Fuel

Premium
CR overall mpg.....23

Overall Score	73
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road Test Score	81
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬇		

Porsche 718 Boxster



Porsche's roadster offers turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous Sixes. Most 718s come with a seven-speed automated manual, which impersonates a manually shifted gearbox quite well. A manual is also available. Chopping off two cylinders brought more readily available power and a throaty thrum, but at the expense of Porsche's high-revving zing. Handling is superlative with impressive grip and balance, which make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button overload takes getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus.



Base Price: \$56,000–\$68,400
Body Styles: convertible
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....172
 Width (in.).....71
 Height (in.).....50
 Wheelbase (in.).....97
 Weight (lbs.).....3,150
 % weight front/rear.....44/56

Cargo Measurement

Max. Load (lbs.).....485
 Cargo Volume, cu.ft.....4
 Towing Capacity (lbs.).....NR

Fuel

Premium
 CR overall mpg.....26

Overall Score	83
Predicted Reliability	
Owner Satisfaction	
Road Test Score	95
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Porsche 718 Cayman



Porsche's coupe version of the 718 Boxster is called the 718 Cayman and offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous six-cylinder mills. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated manual transmission. The switch resulted in a loss of the high-revving zing but added more readily available power. Handling remains superb, with immediate responses and virtually no body lean, making it fun to drive. The firm ride is fairly compliant and not punishing for a sports car. The front trunk and hatchback provide a surprising amount of storage space.



Base Price: \$53,900–\$66,300
Body Styles: coupe
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....172
 Width (in.).....71
 Height (in.).....50
 Wheelbase (in.).....97
 Weight (lbs.).....2,945
 % weight front/rear.....45/55

Cargo Measurement

Max. Load (lbs.).....NA
 Cargo Volume, cu.ft.....10
 Towing Capacity (lbs.).....NR

Fuel

Premium
 EPA combined mpg.....25

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Porsche 911



✔ The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. All of the engines have been updated, with the base model getting a 370-hp six and the Carrera S a 420-hp six, both matched with a seven-speed manual. The 911 is quick, with sublime handling that makes you feel directly connected to the machine. The exhaust note is terrific, and driving the automated manual is almost as thrilling as the stick shift. The 911 isn't particularly taxing on long trips, thanks to its relatively supple ride and subdued noise levels, but the low-slung cabin makes access a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting at first.



Base Price: \$91,100-\$203,000
Body Styles: convertible; coupe
Trim Lines: Carrera, Carrera 4, Carrera 4S, Carrera S, GT3 R3, R, Targa 4, Targa 4S, Turbo, Turbo S
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter 6 turbo (370 hp); 3.0-liter 6 turbo (420 hp); 3.8-liter 6 (430 hp); 3.8-liter 6 (475 hp); 3.8-liter 6 turbo (540 hp); 3.8-liter 6 turbo (580 hp); 4.0-liter 6 (500 hp)
Transmissions: 7-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 177
 Width (in.) 71
 Height (in.) 51
 Wheelbase (in.) 96
 Weight (lbs.) 3,235
 % weight front/rear 38/62

Cargo Measurement

Max. Load (lbs.) 660
 Cargo Volume, cu.ft. 5
 Towing Capacity (lbs.) NR

Fuel

Premium
 CR overall mpg 23

Overall Score	87
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	95
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	*	⬆
Engine Minor	⬆	*	⬆
Engine Cooling	⬆	*	⬆
Transmission Major	⬆	*	⬆
Transmission Minor	⬆	*	⬆
Drive System	⬆	*	⬆
Fuel System	⬆	*	⬇
Electrical	⬆	*	⬆
Climate System	⬆	*	⬆
Suspension	⬆	*	⬆
Brakes	⬆	*	⬆
Exhaust	⬆	*	⬆
Paint/Trim	⬇	*	⬆
Noises/Leaks	⬆	*	⬆
Body Hardware	⬆	*	⬆
Power Equipment	⬆	*	⬆
In-Car Electronics	⬆	*	⬆
USED CAR VERDICTS	⬆		⬇
NEW CAR PREDICTION	Better than average		
			⬆

Porsche Cayenne



The midsize Cayenne is one of the sportiest, most responsive SUVs available. The V6 and eight-speed automatic work well together. V8 and hybrid engines are also available. The eight-speed automatic is supersmooth. The ride is steady and composed but rather stiff at low speeds. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, with high-quality leather and brushed aluminum trim, but the controls can be confusing at first. The touch screen for audio, navigation, and phone interaction is easy to reach and straightforward to use. A plug-in hybrid is available and has a 14-mile electric range. It takes 2.5 hours to charge with a 240-volt connector. A redesign arrives in spring 2018.



Base Price: \$59,600-\$159,600
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, S E-Hybrid, Turbo, Turbo S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 hybrid (416 hp); 3.6-liter V6 (300 hp); 3.6-liter V6 turbo (420 hp); 3.6-liter V6 turbo (440 hp); 4.8-liter V8 turbo (520 hp); 4.8-liter V8 turbo (570 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 191
 Width (in.) 79
 Height (in.) 67
 Wheelbase (in.) 114
 Weight (lbs.) 4,795
 % weight front/rear 53/47

Cargo Measurement

Max. Load (lbs.) 1,280
 Cargo Volume, cu.ft. 33
 Towing Capacity (lbs.) 7,715

Fuel

Premium
 CR overall mpg 19

Overall Score	56
Predicted Reliability	⬇
Owner Satisfaction	⬆
Road Test Score	78
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	⬆	*
Engine Minor	*	⬆	*
Engine Cooling	*	⬆	*
Transmission Major	*	⬆	*
Transmission Minor	*	⬆	*
Drive System	*	⬇	*
Fuel System	*	⬆	*
Electrical	*	⬆	*
Climate System	*	⬆	*
Suspension	*	⬆	*
Brakes	*	⬆	*
Exhaust	*	⬆	*
Paint/Trim	*	⬆	*
Noises/Leaks	*	⬆	*
Body Hardware	*	⬆	*
Power Equipment	*	⬆	*
In-Car Electronics	*	⬆	*
USED CAR VERDICTS		⬇	
NEW CAR PREDICTION	Much worse than average		
			⬇

Porsche Macan



✓ Porsche’s Macan combines much of the performance and feel of its sports cars with the functional package of a small SUV. Three 3.0-liter V6 turbo engines are offered, ranging from 340 to 400 hp, in addition to a 2.0-liter turbo four-cylinder. Though based on the previous-generation Audi Q5, the power, handling, and engine note are true Porsche. In fact, this is the best-handling SUV we’ve ever tested. The seats, controls, fit and finish, and attention to detail are all first rate. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. While the Macan isn’t meant for utilitarian tasks, it possesses impressively high towing and payload capacities.



Base Price: \$47,500–\$86,445
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, Turbo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (340 hp); 3.0-liter V6 turbo (360 hp); 3.6-liter V6 turbo (400 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)184
Width (in.)76
Height (in.)64
Wheelbase (in.)111
Weight (lbs.) 4,415
% weight front/rear 57/43

Cargo Measurement

Max. Load (lbs.)1,150
Cargo Volume, cu.ft.29
Towing Capacity (lbs.) 5,220

Fuel

Premium
CR overall mpg19

Overall Score	80
Predicted Reliability	↗
Owner Satisfaction	↕
Road Test Score	85
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	↕	↕	↕
Engine Minor	↕	↕	↕
Engine Cooling	↕	↕	↕
Transmission Major	↕	↕	↕
Transmission Minor	↕	↕	↕
Drive System	↕	↗	↕
Fuel System	↗	↕	↕
Electrical	↕	↕	↕
Climate System	↕	↕	↕
Suspension	↗	↕	↕
Brakes	↕	↕	↕
Exhaust	!	↕	↕
Paint/Trim	↕	↕	↕
Noises/Leaks	↗	↕	↗
Body Hardware	↗	↗	↕
Power Equipment	↕	↗	↕
In-Car Electronics	!	!	↕
USED CAR VERDICTS	!	!	↕
NEW CAR PREDICTION	Better than average ↗		

Porsche Panamera



The Panamera features new turbo engines and a high-tech, touch-activated control layout that features a new electronic gear selector. Optional air suspension and advanced safety features are also included. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. The first-generation Panamera delivered performance and agility along with enough room for four adults to ride comfortably. In our tests we found the Panamera enjoyable to drive, with excellent handling and cornering grip. The ride was a bit on the firm side for a luxury car, though.



Base Price: \$85,000–\$160,000
Body Styles: 4-door hatchback
Trim Lines: 4, 4 E-Hybrid, 4S, Base, Executive, Sport Turismo, Turbo
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.9-liter V6 turbo (440 hp); 2.9-liter V6 hybrid (462 hp); 3.0-liter V6 turbo (330 hp); 4.0-liter V8 turbo (550 hp)
Transmissions: 8-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)199
Width (in.)76
Height (in.)56
Wheelbase (in.)116
Weight (lbs.)4,125
% weight front/rear NA

Cargo Measurement

Max. Load (lbs.)1,375
Cargo Volume, cu.ft.17
Towing Capacity (lbs.) NR

Fuel

Premium
EPA combined mpg23

Overall Score	NA
Predicted Reliability	!
Owner Satisfaction	↗
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Ram 1500



✓ This is the most comfortable-riding full-sized pickup on the market, yet the Ram is also plenty capable of grunt work. Its coil-spring rear suspension helps cushion the ride, and the spacious cab is luxury-car quiet. Our Big Horn Crew Cab, with its smooth 5.7-liter V8, averaged 15 mpg. The base 3.6-liter V6 is no weakling, but it tows less. The torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust and returns a class-leading 20 mpg overall. Rear-seat room is generous, and the Uconnect 8.4-inch touch-screen infotainment system is easy to use.



Base Price: \$26,495–\$53,575
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Big Horn, Express, HFE, Laramie, Laramie Limited, Laramie Longhorn, Limited Tungsten, Rebel, SLT, Sport, Tradesman
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.) 229
 Width (in.) 79
 Height (in.) 79
 Wheelbase (in.) 141
 Weight (lbs.) 5,495
 % weight front/rear 57/43
Cargo Measurement
 Max. Load (lbs.) 1,270
 Cargo Volume, cu.ft. NA
 Towing Capacity (lbs.) 10,050

Fuel

Regular or diesel
 CR overall mpg 15–20

Overall Score	69
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	81–82
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⚠	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⚠	⬆
Noises/Leaks	⬆	⚠	⬆
Body Hardware	⬆	⚠	⬆
Power Equipment	⚠	⬆	⬆
In-Car Electronics	⚠	⬆	⬆
USED CAR VERDICTS	⚠	⚠	⬆
NEW CAR PREDICTION	Average ⚠		

Smart ForTwo



Although the second-generation Smart is improved, it's still not a smart choice unless easy parking is a priority. For 2018 only the electric-drive version is available. Tiny dimensions and a diminutive turning circle make it a breeze to park. We tested the discontinued turbocharged, three-cylinder, 89-hp engine. Handling is fairly responsive, but the ride is jittery and jumpy. Noise and vibration from the engine buzzed through the car. The six-speed dual-clutch automatic is better than the original's rocky-shifting transmission but still causes idle vibration. Given the car's size and slow acceleration, you'd expect better than 36 mpg overall on premium fuel. Funky interior details and cheerful colors and textures abound, and the tall stance eases cabin access.



Base Price: \$23,800–\$29,000
Body Styles: 2-door hatchback; convertible
Trim Lines: Passion, Prime, Pure
Drive Wheels: Rear
Seating: 2 front
Engines: Electric (80 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.) 106
 Width (in.) 66
 Height (in.) 61
 Wheelbase (in.) 74
 Weight (lbs.) 2,365
 % weight front/rear NA
Cargo Measurement
 Max. Load (lbs.) 465
 Cargo Volume, cu.ft. 8
 Towing Capacity (lbs.) NR

Fuel

Electric
 EPA combined mpg 108

Overall Score	NA
Predicted Reliability	⚠
Owner Satisfaction	⬆
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⚠		

Subaru BRZ



Developed with Toyota, Subaru's first rear-wheel-drive sports car features a 2.0-liter four-cylinder with a choice of a six-speed manual or an automatic. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than its mechanical sibling, the Toyota 86 (the old Scion FR-S). That difference makes the BRZ less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the FR-S. The cabin is relatively plain, with well-bolstered sport seats, but the ride and elevated noise can be taxing.



Base Price: \$25,495-\$29,695
Body Styles: coupe
Trim Lines: Limited, Premium
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 (205 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.).....167
 Width (in.).....70
 Height (in.).....51
 Wheelbase (in.).....101
 Weight (lbs.).....2,770
 % weight front/rear.....55/45
Cargo Measurement
 Max. Load (lbs.).....700
 Cargo Volume, cu.ft.....7
 Towing Capacity (lbs.).....NR
Fuel
 Premium
 CR overall mpg.....30

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	NA

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Subaru Crosstrek



The new Crosstrek reflects the improvements already seen on the redesigned Impreza, which means it is quieter and has a very comfortable ride. The infotainment system is very capable and quite user friendly. The 2.0-liter, four-cylinder engine has been tweaked and given slightly more power, but it won't set your heart on fire. The continuously variable transmission has been tuned to mimic a conventional automatic. Handling is sound but not sporty. Subaru's EyeSight driver-assist technology is available, and includes automatic emergency braking and lane-departure warning with lane-keeping assist. Other available safety features include blind-spot warning and rear cross-traffic warning. The Crosstrek is a viable option for buyers who don't need to room of the Forester.



Base Price: \$21,795-\$26,295
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (152 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....176
 Width (in.).....71
 Height (in.).....64
 Wheelbase (in.).....105
 Weight (lbs.).....3,190
 % weight front/rear.....59/41
Cargo Measurement
 Max. Load (lbs.).....900
 Cargo Volume, cu.ft.....NA
 Towing Capacity (lbs.).....1,500
Fuel
 Regular
 EPA combined mpg.....29

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Subaru Forester



✓ Hitting the sweet spot among small SUVs, the Forester delivers a spacious interior, impressive safety equipment and crashworthiness, and outstanding visibility in a right-sized, affordable package. Fuel economy is excellent at 26 mpg overall, especially given the standard AWD. The ride is supple, and handling is very secure. Engine noise is pronounced when merging or climbing hills, however. Controls are straightforward and easy to use. The infotainment and connectivity systems have finally been updated with an intuitive touch screen. Midtrim Foresters bring a lot of content for the money, but it's easy to crest \$30,000 with options packages. A feisty turbo comes with XT trim but compromises the value equation. The optional (and recommended) EyeSight system includes forward-collision warning and automatic emergency braking.



Base Price: \$22,795–\$36,090

Body Styles: 4-door SUV

Trim Lines: 2.0XT Premium, 2.0XT

Touring, 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 (170 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	181
Width (in.)	71
Height (in.)	66
Wheelbase (in.)	104
Weight (lbs.)	3,370
% weight front/rear	57/43

Cargo Measurement

Max. Load (lbs.)	900
Cargo Volume, cu.ft.	35.5
Towing Capacity (lbs.)	1,500

Fuel

Regular or premium	
CR overall mpg	26

Overall Score	84
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average		

Subaru Impreza



The Impreza is a roomy compact that is available in both sedan and five-door hatchback body styles. It has a very comfortable ride, agile and secure handling, and the cabin is fairly quiet for the category. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission that mimics a conventional automatic and is not overly intrusive. We got 30 mpg overall with our sedan, commendable given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for the a compact car. We recommend buying for Subaru's comprehensive EyeSight suite of advanced safety gear, which includes forward-collision warning and automatic emergency braking.



Base Price: \$18,395–\$24,595

Body Styles: sedan; wagon

Trim Lines: 2.0i, Limited, Premium,

Sport

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (152 hp)

Transmissions: 5-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	70
Height (in.)	57
Wheelbase (in.)	105
Weight (lbs.)	3,085
% weight front/rear	60/40

Cargo Measurement

Max. Load (lbs.)	850
Cargo Volume, cu.ft.	12
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	30

Overall Score	66
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	85
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average		

Subaru Legacy



✓ The Legacy is one of the roomier, quieter, and more refined midsize sedans—attributes that help it become one of our top-scoring models in the class. Its ride is more comfortable than some luxury cars', and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter, and thirstier 3.6-liter six-cylinder transforms the car, giving it strong performance. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen with internet radio and Bluetooth. Advanced safety gear such as blind-spot monitoring and automatic emergency braking is optional. For 2018 Subaru has made the car less jumpy when starting up from a stop, and Android Auto and Apple CarPlay compatibility are standard.



Base Price: \$22,195–\$31,945

Body Styles: sedan

Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5 Sport, 3.6R Limited

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)189
Width (in.)72
Height (in.)59
Wheelbase (in.)108
Weight (lbs.)3,470
% weight front/rear59/41

Cargo Measurement

Max. Load (lbs.)850
Cargo Volume, cu.ft.15
Towing Capacity (lbs.)NR

Fuel

Regular
CR overall mpg26

Overall Score	81
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	89
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average		

Subaru Outback



✓ An SUV alternative, the Outback wagon is roomy and functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling and standard AWD. The 2.5-liter four-cylinder returns 24 mpg overall and drives through a standard continuously variable transmission. A stronger, quieter, and thirstier 3.6-liter six-cylinder transforms the car, giving it strong performance. The controls are all easy-to-use, including the touch-screen infotainment system. The wagon's generous rear seat is spacious enough for three adults. The generous cargo area is comparable to an SUV, with a lower loading height to boot. The optional EyeSight safety suite adds automatic emergency braking. For 2018 Subaru has made the car less jumpy when starting up from a stop, and Android Auto and Apple CarPlay compatibility are standard.



Base Price: \$25,895–\$38,690

Body Styles: wagon

Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring, 3.6R Limited, 3.6R Touring

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.)190
Width (in.)72
Height (in.)66
Wheelbase (in.)108
Weight (lbs.)3,640
% weight front/rear57/43

Cargo Measurement

Max. Load (lbs.)900
Cargo Volume, cu.ft.34
Towing Capacity (lbs.)2,700

Fuel

Regular
CR overall mpg22–24

Overall Score	76–78
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	82–85
Crash Prevention	Opt.

Reliability History			
Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Average		

Subaru WRX



With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, while the optional CVT has eight predetermined ratios that the driver controls via steering wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 305-hp engine. Subaru's EyeSight safety system includes automatic emergency braking and lane-departure warning. Recent updates include enhanced suspension tuning, interior refinements, and some new features.



Base Price: \$26,995-\$40,895

Body Styles: sedan

Trim Lines: Base, Limited, Premium, STI, STI Limited

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (305 hp)

Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	180
Width (in.)	69
Height (in.)	58
Wheelbase (in.)	103
Weight (lbs.)	3,320
% weight front/rear	60/40

Cargo Measurement

Max. Load (lbs.)	850
Cargo Volume, cu.ft.	11
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	26

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	75
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Tesla Model 3



The latest model to join Tesla's growing portfolio is the Model 3 sedan, positioned as the most affordable car in the line. With prices starting at \$35,000, the Model 3 with the 60-kWh battery promises an EPA-rated 215-mile range, swift acceleration, and a full suite of standard advanced safety features. There is also a higher-performance 75 kWh version with dual motors, giving it all-wheel drive. All Model 3s come equipped with the Autopilot driver-assist hardware that can be enabled with an over-the-air software upgrade. Sized and priced to compete with the BMW 3 Series, the Model 3 seats five in its stark cabin. The dash is barren, with the exception of a massive, landscape-oriented touch screen. Production has begun, and should ramp up by the end of 2017.



Base Price: \$36,200-\$44,000

Body Styles: sedan

Trim Lines: Long Range, Standard

Drive Wheels: Rear

Seating: 2 front, 3 rear

Engines: Electric (258 hp)

Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	73
Height (in.)	57
Wheelbase (in.)	113
Weight (lbs.)	3,840
% weight front/rear	NA

Cargo Measurement

Max. Load (lbs.)	NA
Cargo Volume, cu.ft.	14
Towing Capacity (lbs.)	NR

Fuel

Electric	
EPA combined mpg	126

Overall Score	NA
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	NA
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⬆️		

Tesla Model S



This sleek, fully-electric four-door luxury car seats five, or seven with the optional rear-facing jump seats. With its standard 75-kWh battery we found the Tesla could cover 235 miles on a single charge. The car can be charged in about 6 hours on a dedicated Tesla connector or it can be topped off for free at public Superchargers. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride—particularly with the 19-inch tires and optional air suspension. The hatchback design aids versatility and the front trunk is a bonus. A huge iPad-like center touchscreen interfaces with most functions but proves distracting. Other drawbacks include tight access, restricted visibility, and range limitations, especially in cold weather. All-wheel drive and active safety features are also available.



Base Price: \$69,500–\$135,000
Body Styles: sedan
Trim Lines: 100D, 75, 75D, P100D
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: Electric (315 hp); Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)196
 Width (in.)77
 Height (in.)57
 Wheelbase (in.)117
 Weight (lbs.)4,960
 % weight front/rear51/49
Cargo Measurement
 Max. Load (lbs.)890
 Cargo Volume, cu.ft.32
 Towing Capacity (lbs.)NR

Fuel

Electric
 CR overall mpg87

Overall Score	92
Predicted Reliability	
Owner Satisfaction	
Road Test Score	100
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Tesla Model X



The electric-powered Model X is more showy than practical. It features rear doors that open up and out of the way, giving easy access to the rear seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy and futuristic. Buyers can opt for five-, six-, or seven-passenger seating configurations, but unlike every other SUV, the second row doesn't fold if you have the two captain's chairs, which compromises utility. Like the S, the Model X is very quick and handles well. Ride comfort and noise isolation aren't as good as in the S, however. The 90-kWh version we tested had a realistic 230-mile range.



Base Price: \$79,500–\$140,000
Body Styles: 4-door SUV
Trim Lines: 100D, 75D, P100D
Drive Wheels: AWD
Seating: 2 front, 2 rear, 2 third
Engines: Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)198
 Width (in.)82
 Height (in.)64
 Wheelbase (in.)117
 Weight (lbs.)5,415
 % weight front/rear50/50
Cargo Measurement
 Max. Load (lbs.)1,170
 Cargo Volume, cu.ft.26
 Towing Capacity (lbs.)5,000

Fuel

Electric
 CR overall mpg92

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Toyota 4Runner



Tough and ready to tackle off-roading adventures, the truck-based 4Runner falls short of most modern SUVs on all other counts. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering, and the bobbing and bouncing ride chips away at driver confidence. A high step-in and low ceiling compromise access and driving position. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy.



Base Price: \$34,210–\$44,560

Body Styles: 4-door SUV

Trim Lines: Limited, SR5, SR5 Premium, Trail, Trail Premium, TRD Pro

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 2 third

Engines: 4.0-liter V6 (270 hp)

Transmissions: 5-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	190
Width (in.)	76
Height (in.)	72
Wheelbase (in.)	110
Weight (lbs.)	4,665
% weight front/rear	53/47
Cargo Measurement	
Max. Load (lbs.)	1,155
Cargo Volume, cu.ft.	44.5
Towing Capacity (lbs.)	5,000

Fuel

Regular	
CR overall mpg	18

Overall Score	62
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	55
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️		

Toyota 86



✓ Jointly developed with Subaru, the rear-wheel-drive Toyota 86 features a 2.0-liter four-cylinder, teamed with a choice of a six-speed manual or an automatic transmission. Its low curb weight and optimal weight distribution give it precise handling at its limits. In corners, the car turns in promptly—with almost no body lean—but it can be challenging at its limits. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling's. Inside, the cabin is relatively plain, with well-bolstered sport seats, but the stiff ride and elevated noise can be taxing. The vestigial rear seats are best left for cargo. The standard audio system has a 7-inch touch-screen display.



Base Price: \$26,255–\$29,875

Body Styles: coupe

Trim Lines: 860 SE, Base

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 (205 hp)

Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	167
Width (in.)	70
Height (in.)	51
Wheelbase (in.)	101
Weight (lbs.)	2,770
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lbs.)	700
Cargo Volume, cu.ft.	7
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	30

Overall Score	81
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	78
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average ⬆️		

Toyota Avalon



✓ Spacious, quick, and quiet, the Avalon is an old-school big sedan updated for modern times. Power comes from a lively 268-hp, 3.5-liter V6, which delivers punchy performance and a commendable 24 mpg overall. The four-cylinder hybrid version delivers an outstanding 36 mpg overall. Easy-to-use controls include a straightforward touch-screen infotainment system. Interior noise is subdued. Avalons from 2013-15 had an overly stiff ride, but Toyota rectified that with improvements for 2016, without degrading the car's handling. Now the ride fits the car's mission as being a plush and comfortable cruiser. Advanced safety features including forward-collision warning and automatic emergency braking are standard. A redesign, based on the new Toyota Camry, is around the corner



Base Price: \$33,500-\$42,800

Body Styles: sedan

Trim Lines: Hybrid Limited, Hybrid

XLE Plus, Hybrid XLE Premium, Limited, XLE, XLE Plus, XLE Premium, XLE Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 195
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 111
Weight (lbs.) 3,590
% weight front/rear 61/39

Cargo Measurement

Max. Load (lbs.) 930
Cargo Volume, cu.ft. 16
Towing Capacity (lbs.) NR

Fuel

Regular
CR overall mpg 24

Overall Score	83
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota C-HR



✓ The wild-styled C-HR is nimble and enjoyable to drive, but several deficiencies should take it out of contention for most buyers. Unlike other subcompact SUV competitors, this genre-bending model has no all-wheel-drive option. Visibility is horrendous, and the C-HR is tortoise slow, taking 11.7 seconds in the 0-60 mph dash. At least it gets a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive but it amplifies engine noise. The ride is firm and tightly controlled, yet agreeable. Wind noise is pronounced at highway speeds. Hidden rear door handles give the impression of a two-door coupe, but they make it hard for kids to open the doors. The XLE Premium trim has a more comfortable seat. While the rear seat is roomy, the small windows create a dark, cave-like cabin. Advanced safety features are standard - which is a plus.



Base Price: \$22,500-\$24,350

Body Styles: wagon

Trim Lines: XLE, XLE Premium

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (144 hp)

Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.) 171
Width (in.) 71
Height (in.) 62
Wheelbase (in.) 104
Weight (lbs.) 3,290
% weight front/rear 61/39

Cargo Measurement

Max. Load (lbs.) 835
Cargo Volume, cu.ft. 19.5
Towing Capacity (lbs.) NR

Fuel

Regular
CR overall mpg 29

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Toyota Camry



✓ The latest Camry is now slightly more nimble, yet retains its comfortable and quiet demeanor. The lower stance makes access a bit more difficult and the rear seat has lost some roominess. It offers familiar engines: a 2.5-liter four-cylinder, that provides ample motivation and gets an impressive 32 mpg, and a 3.5-liter V6. Both are paired to a new eight-speed automatic transmission. A super frugal hybrid is also available. Interior upgrades nudge the car upscale, particularly the XLE version. The Entune infotainment system is even more capable, but lacks Apple CarPlay or Android Auto compatibility. Standard safety equipment includes forward-collision warning with automatic braking and pedestrian detection, lane-departure warning with lane-keeping assist, and adaptive cruise control. Blind-spot monitoring and rear cross-traffic alert are optional.



Base Price: \$23,495-\$34,950

Body Styles: sedan

Trim Lines: Hybrid LE, Hybrid SE, Hybrid XLE, L, LE, SE, XLE, XSE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (203 hp); 2.5-liter 4 (206 hp); 2.5-liter 4 hybrid (208 hp); 3.5-liter V6 (301 hp)

Transmissions: 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.).....192
Width (in.).....72
Height (in.).....57
Wheelbase (in.).....111
Weight (lbs.).....3,340
% weight front/rear.....60/40

Cargo Measurement

Max. Load (lbs.).....925
Cargo Volume, cu.ft.....15
Towing Capacity (lbs.).....NR

Fuel

Regular
CR overall mpg.....32

Overall Score	87
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	86
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Better than average ⬆️		

Toyota Corolla



✓ The Corolla delivers a comfortable ride and has a quiet, spacious interior for a compact sedan. Handling is lackluster but very secure. A sportier S version has a tauter suspension with marginally better handling. The continuously variable transmission is fine when loafing around but can elicit loud engine noise under higher revs. Fuel economy is excellent at 32 mpg overall and returns 43 mpg on the highway. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. Upscale features include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. The rear seat is one of the roomiest in the category. Forward-collision warning with automatic emergency braking is now standard.



Base Price: \$18,550-\$22,730

Body Styles: sedan

Trim Lines: L, LE, LE Eco, SE, XLE, XSE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 (132 hp); 1.8-liter 4 (140 hp)

Transmissions: 6-speed manual; CVT

Overall Score	78
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	71
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much better than average ⬆️		

Facts & Figures

Exterior Dimensions

Length (in.).....183
Width (in.).....70
Height (in.).....57
Wheelbase (in.).....106
Weight (lbs.).....2,900
% weight front/rear.....61/39

Cargo Measurement

Max. Load (lbs.).....865
Cargo Volume, cu.ft.....13
Towing Capacity (lbs.).....NR

Fuel

Regular
CR overall mpg.....32

Toyota Corolla iM



✓ The Corolla iM—originally sold as part of Toyota's now-shuttered Scion brand—is essentially a better-handling Corolla hatchback that is distinguished by its angular styling and sub-\$20,000 starting price. Sized like a Mazda3, the Corolla iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses taut handling and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. A sunroof is not available. Toyota has made forward-collision warning with automatic braking standard.



Base Price: \$18,750–\$19,490
Body Styles: 4-door hatchback
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (137 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 171
 Width (in.) 69
 Height (in.) 58
 Wheelbase (in.) 102
 Weight (lbs.) 2,990
 % weight front/rear 61/39

Cargo Measurement

Max. Load (lbs.) 915
 Cargo Volume, cu.ft. 21
 Towing Capacity (lbs.) NR

Fuel

Regular
 CR overall mpg 31

Overall Score	71
Predicted Reliability	⬆
Owner Satisfaction	⬇
Road Test Score	64
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION Much better than average ⬆

Toyota Highlander



✓ The Toyota Highlander ranks among the best midsize, three-row SUVs, with a desirable balance of an absorbent ride, responsive handling, and generous interior space. A third row allows seating for eight in a pinch—seven with optional second-row captain's chairs—and folds flat easily for more cargo stowage. The punchy 3.5-liter V6 is now matched to an eight-speed automatic. While the new transmission isn't as smooth as the previous six-speed one, it helped improve fuel economy to 22 mpg overall. The Hybrid version gets 25 mpg overall. It's a long reach to some controls, particularly the touch screen. The Entune system includes a larger 8-inch screen. A comprehensive suite of safety technology, including automatic emergency braking, is standard.



Base Price: \$30,630–\$47,880
Body Styles: 4-door SUV
Trim Lines: Hybrid LE, Hybrid Limited, Hybrid Platinum, Hybrid XLE, LE, LE Plus, Limited, SE, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.7-liter 4 (185 hp); 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (306 hp)
Transmissions: 6-speed automatic; 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.) 191
 Width (in.) 76
 Height (in.) 70
 Wheelbase (in.) 110
 Weight (lbs.) 4,570
 % weight front/rear 55/45

Cargo Measurement

Max. Load (lbs.) 1,340
 Cargo Volume, cu.ft. 40.5
 Towing Capacity (lbs.) 5,000

Fuel

Regular
 CR overall mpg 22-25

Overall Score	85-87
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	82-85
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆

USED CAR VERDICTS

NEW CAR PREDICTION Much better than average ⬆

Toyota Land Cruiser



✓ Toyota's flagship SUV has the same smooth and powerful 5.7-liter V8 as the Tundra pickup. Coupled with an eight-speed automatic transmission, it's luxurious, quick, quiet, comfortable, and refined. We tested it with the old six-speed transmission, and it proved thirsty for fuel, at 14 mpg overall. The big Land Cruiser rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by its crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. Automatic emergency braking, blind-spot monitoring, lane-departure warning, and rear cross-traffic alert are standard. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.



Base Price: \$84,775

Body Styles: 4-door SUV

Trim Lines: Base

Drive Wheels: 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 5.7-liter V8 (381 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	78
Height (in.)	74
Wheelbase (in.)	112
Weight (lbs.)	5,855
% weight front/rear	52/48
Cargo Measurement	
Max. Load (lbs.)	1,230
Cargo Volume, cu.ft.	43
Towing Capacity (lbs.)	8,200

Fuel

Regular	
CR overall mpg	14

Overall Score	75
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	68
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Better than average	⬆
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Toyota Mirai



The \$57,000 Mirai is the first hydrogen-powered fuel-cell vehicle available for consumers to own. It has a range of nearly 275 miles on a single fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gas). It takes only a few minutes to fill the tank as opposed to hours of charging an electric car. The Mirai is sold only in areas near existing or planned fueling stations on the U.S. coasts, but even so, these stations are few and far between. Acceleration from the 153-hp electric motor feels sluggish, but otherwise it feels like driving any other electric car. It's about the size of a Camry and seats four people. Handling is rather clumsy but still feels secure; the ride is comfortable and the cabin is quiet. Toyota is offering free fuel for three years, capped at \$15,000.



Base Price: \$57,500

Body Styles: sedan

Trim Lines: Base

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: Electric (153 hp)

Transmissions: 1-speed direct

Facts & Figures

Exterior Dimensions

Length (in.)	193
Width (in.)	72
Height (in.)	61
Wheelbase (in.)	110
Weight (lbs.)	4,100
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lbs.)	690
Cargo Volume, cu.ft.	13
Towing Capacity (lbs.)	NR

Fuel

Hydrogen	
CR overall mpg	67

Overall Score	65
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	61
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS

NEW CAR PREDICTION	Better than average	⬆
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Toyota Prius



In our tests the Prius returned 52 mpg overall, a significant improvement over the previous generation's 44 mpg. On top of that, the new car also handles more responsively and rides more comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The sensible Prius has always been about efficiency and low running costs. The car can drive solely on electric, up to about 25 mph typically, and the engine is now quieter when it kicks in. However, the seats are rather chintzy, tire noise is noticeable, and cabin access is not as easy because of the car's lower stance. A plug-in version, the Prius Prime, can go about 23 miles on electric power, and takes five hours to charge on 120V. Forward-collision warning with automatic braking is standard.



Base Price: \$23,475-\$30,015
Body Styles: 4-door hatchback
Trim Lines: Four, One, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (121 hp)
Transmissions: CVT

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

Facts & Figures

Exterior Dimensions

Length (in.)	179
Width (in.)	69
Height (in.)	58
Wheelbase (in.)	106
Weight (lbs.)	3,080
% weight front/rear	61/39

Cargo Measurement

Max. Load (lbs.)	825
Cargo Volume, cu.ft.	22
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	52

USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Prius C



This smaller, less expensive alternative to the regular Prius feels like a Spartan subcompact, but with a hybrid powertrain. In the end, you pretty much get what you pay for, and it is no substitute for the real Prius. The C has a harsh ride, a noisy engine, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. However, its 37 mpg makes the Prius C one of the most frugal vehicles we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Automatic emergency braking is standard. 2018 is the final year for the Prius C.



Base Price: \$20,150-\$24,965
Body Styles: 4-door hatchback
Trim Lines: Four, One, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 hybrid (99 hp)
Transmissions: CVT

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	Std./

Reliability History			
Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

Facts & Figures

Exterior Dimensions

Length (in.)	159
Width (in.)	67
Height (in.)	59
Wheelbase (in.)	100
Weight (lbs.)	2,545
% weight front/rear	61/39

Cargo Measurement

Max. Load (lbs.)	845
Cargo Volume, cu.ft.	17
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	43

USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Prius Prime



✓ The Prime is a plug-in Prius that can usually drive about 23 miles on electricity only. However, the gas engine tends to start up in cold weather and under full-throttle acceleration. It takes two hours to charge the Prime through a 240 volt connector, and five hours on regular 120 volts. When not running in EV mode, the Prime operates much like the regular Prius, alternating between electric and gas power, returning 50 mpg overall. With slightly altered styling than the regular Prius, the Prime is can hold only four passengers, and it loses the rear wiper. The infotainment system, with its large touch screen, is unintuitive to use. Ride and handling are quite similar to the regular Prius, with responsive handling and a compliant ride. Standard safety features include automatic emergency braking and lane-keep assist.



Base Price: \$27,100-\$33,100
Body Styles: 4-door hatchback
Trim Lines: Advanced, Plus, Premium
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.8-liter 4 electric (121 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.).....183
 Width (in.)......69
 Height (in.)......58
 Wheelbase (in.).....106
 Weight (lbs.)..... 3,410
 % weight front/rear.....56/44

Cargo Measurement

Max. Load (lbs.)..... 670
 Cargo Volume, cu.ft......20
 Towing Capacity (lbs.)..... NR

Fuel

Regular
 CR overall mpg......69

Overall Score	77
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	74
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major			⬆️
Engine Minor			⬆️
Engine Cooling			⬆️
Transmission Major			⬆️
Transmission Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬆️

USED CAR VERDICTS

Regular
 CR overall mpg......69

NEW CAR PREDICTION Much better than average

Toyota Prius V



✓ This wagon version of the previous-generation Prius offers a very roomy rear seat and a generous cargo area. It's about the size of the Ford C-Max, its main competitor. Despite its extra weight and a less aerodynamic shape, the V still got an excellent 41 mpg overall in our tests. The electric motor and engine have to work fairly hard, especially when the car is loaded with cargo. The ride is comfortable, but uneven pavement can cause an annoying side-to-side rocking. Handling is sound and secure but hardly inspiring. Rear visibility is better than in the standard Prius. A larger 4.1-inch dash-top screen for trip computer functions is also new. Forward-collision warning with automatic braking is available but not standard. 2018 is the final year for the Prius V.



Base Price: \$26,675-\$30,935
Body Styles: wagon
Trim Lines: Five, Four, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (134 hp)
Transmissions: CVT

Facts & Figures

Exterior Dimensions

Length (in.).....182
 Width (in.)......70
 Height (in.)......62
 Wheelbase (in.).....109
 Weight (lbs.)..... 3,280
 % weight front/rear..... 59/41

Cargo Measurement

Max. Load (lbs.)..... 915
 Cargo Volume, cu.ft......32
 Towing Capacity (lbs.)..... NR

Fuel

Regular
 CR overall mpg......41

Overall Score	73
Predicted Reliability	⬆️
Owner Satisfaction	⬆️
Road Test Score	73
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️

USED CAR VERDICTS

Regular
 CR overall mpg......41

NEW CAR PREDICTION Much better than average

Toyota RAV4



✓ For years, the RAV4 has consistently been among the top-ranked small SUVs. The current RAV4's cabin is quieter, the ride is smoother, it has a suite of advanced safety features, and it offers a frugal hybrid version. The energetic 2.5-liter four-cylinder and smooth six-speed automatic returned 24 mpg overall in our tests of an AWD version. The hybrid version gets a terrific 31 mpg overall. Handling is responsive and very secure. Inside, the controls are clear and intuitive. Though the XLE comes with automatic climate control and a sunroof, you must step up to the Limited trim to get adjustable lumbar support and the more comfortable faux-leather seats. Access is very easy, and the rear seat is roomy. Forward-collision warning and automatic emergency braking are standard.



Base Price: \$24,410-\$36,150

Body Styles: 4-door SUV

Trim Lines: Adventure, HV LE Plus, Hybrid Limited, Hybrid SE, Hybrid XLE, LE, Limited, Platinum, SE, XLE

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (176 hp); 2.5-liter 4 hybrid (194 hp)

Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	180
Width (in.)	73
Height (in.)	65
Wheelbase (in.)	105
Weight (lbs.)	3,620
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lbs.)	900
Cargo Volume, cu.ft.	37
Towing Capacity (lbs.)	1,500

Fuel

Regular	
CR overall mpg	24-31

Overall Score	80-81
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	74-75
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆

USED CAR VERDICTS

Regular	⬆	⬆	⬆
CR overall mpg	24-31		

NEW CAR PREDICTION

Much better than average	⬆
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Toyota Sequoia



✓ The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 paired to a six-speed automatic. That combination returned 15 mpg overall in our tests. Rear- and selectable, full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to get into the cabin, but once inside passengers will find the interior to be very roomy. Electronic connectivity includes Toyota's Entune touch-screen audio system. Updates for 2018 include standard forward-collision warning with automatic braking and pedestrian detection, lane-departure warning with lane-keeping assist, and adaptive cruise control. Blind-spot monitoring and lane-departure warning are available.



Base Price: \$48,300-\$67,235

Body Styles: 4-door SUV

Trim Lines: Limited, Platinum, SR5, TRD Sport

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 5.7-liter V8 (381 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	205
Width (in.)	80
Height (in.)	75
Wheelbase (in.)	122
Weight (lbs.)	6,025
% weight front/rear	51/49
Cargo Measurement	
Max. Load (lbs.)	1,230
Cargo Volume, cu.ft.	61
Towing Capacity (lbs.)	7,300

Fuel

Regular	
CR overall mpg	15

Overall Score	69
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	60
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	*
Engine Minor	⬆	⬆	*
Engine Cooling	⬆	⬆	*
Transmission Major	⬆	⬆	*
Transmission Minor	⬆	⬆	*
Drive System	⬆	⬆	*
Fuel System	⬆	⬆	*
Electrical	⬆	⬆	*
Climate System	⬆	⬆	*
Suspension	⬆	⬆	*
Brakes	⬆	⬆	*
Exhaust	⬆	⬆	*
Paint/Trim	⬆	⬆	*
Noises/Leaks	⬆	⬆	*
Body Hardware	⬆	⬆	*
Power Equipment	⬆	⬆	*
In-Car Electronics	⬆	⬆	*

USED CAR VERDICTS

Regular	⬆	⬆	⬆
CR overall mpg	15		

NEW CAR PREDICTION

Much better than average	⬆
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Toyota Sienna



✓ As minivans go, the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides comfortably and is quiet inside, but handling is lackluster. It has a lively 3.5-liter V6 but the new eight-speed automatic doesn't shift as smoothly as the previous six-speed one did. However, the transmission helped improve fuel economy from 20 to 21 mpg. The all-wheel-drive version—the only such minivan on the market—sacrifices 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. The availability of all-wheel drive is the Sienna's biggest advantages over any other minivan. 2018 brings standard forward-collision warning and automatic emergency braking, lane-departure warning with lane-keeping assist, and adaptive cruise control.



Base Price: \$29,750–\$47,310

Body Styles: minivan

Trim Lines: L, LE, Limited, Limited Premium, SE, SE Premium, XLE, XLE Premium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 3 third

Engines: 3.5-liter V6 (296 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	78
Height (in.)	71
Wheelbase (in.)	119
Weight (lbs.)	4,550
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lbs.)	1,290
Cargo Volume, cu.ft.	70.5
Towing Capacity (lbs.)	3,500

Fuel

Regular	
CR overall mpg	21

Overall Score	79
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	79
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Better than average ⬆		

Toyota Tacoma



The Tacoma remains as rough and tumble as it has always been. Toyota's compact pickup features a 3.5-liter V6 hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, which can be mated to a five-speed manual, is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, handling is ponderous, the cabin is very loud, and the driving position is awkwardly low. The modern connectivity features are welcome. While blind-spot monitoring and rear cross-traffic alert are optional, forward-collision warning with automatic braking, lane-departure warning, and adaptive cruise control are standard for 2018.



Base Price: \$24,320–\$42,960

Body Styles: crew cab; extended cab

Trim Lines: Limited, SR, SR5, TRD

Off-Road, TRD Sport

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)

Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	212
Width (in.)	74
Height (in.)	71
Wheelbase (in.)	127
Weight (lbs.)	4,450
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lbs.)	1,000
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	6,400

Fuel

Regular	
CR overall mpg	19

Overall Score	42
Predicted Reliability	⬇
Owner Satisfaction	⬇
Road Test Score	46
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆
USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Worse than average ⬇		

Toyota Tundra



✓ Despite a recent freshening that updated the exterior and interior, including improved controls, the Tundra feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride with the TRD package is way too stiff. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Updates for 2018 include standard forward-collision warning with automatic braking and pedestrian detection, lane-departure warning, and adaptive cruise control.



Base Price: \$30,020–\$50,030

Body Styles: crew cab; extended cab; regular cab

Trim Lines: 1794 Edition, Limited, Platinum, SR, SR5, TRD Sport

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 4.6-liter V8 (310 hp); 5.7-liter V8 (381 hp)

Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	229
Width (in.)	80
Height (in.)	76
Wheelbase (in.)	146
Weight (lbs.)	5,740
% weight front/rear	58/42
Cargo Measurement	
Max. Load (lbs.)	1,395
Cargo Volume, cu.ft.	NA
Towing Capacity (lbs.)	10,000

Fuel

Regular	
CR overall mpg	15

Overall Score	71
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	63
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆	⬆	⬆
Engine Minor	⬆	⬆	⬆
Engine Cooling	⬆	⬆	⬆
Transmission Major	⬆	⬆	⬆
Transmission Minor	⬆	⬆	⬆
Drive System	⬆	⬆	⬆
Fuel System	⬆	⬆	⬆
Electrical	⬆	⬆	⬆
Climate System	⬆	⬆	⬆
Suspension	⬆	⬆	⬆
Brakes	⬆	⬆	⬆
Exhaust	⬆	⬆	⬆
Paint/Trim	⬆	⬆	⬆
Noises/Leaks	⬆	⬆	⬆
Body Hardware	⬆	⬆	⬆
Power Equipment	⬆	⬆	⬆
In-Car Electronics	⬆	⬆	⬆

USED CAR VERDICTS	⬆	⬆	⬆
NEW CAR PREDICTION	Much better than average		

Toyota Yaris



The Yaris remains a slow, noisy, and tinny subcompact with a choppy ride and an awkward driving position. This two- or four-door hatchback uses a 1.5-liter four-cylinder engine. A five-speed manual transmission is standard; a four-speed automatic is optional. The Yaris we tested returned 32 mpg overall. All versions have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. If you are set on buying a subcompact, the Yaris iA is more fuel-efficient and is likely to be a better choice. For the 2018 model year forward-collision warning with automatic emergency braking is standard.



Base Price: \$15,635–\$19,060

Body Styles: 2-door hatchback; 4-door hatchback

Trim Lines: L, LE, SE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 (106 hp)

Transmissions: 4-speed automatic; 5-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	154
Width (in.)	67
Height (in.)	59
Wheelbase (in.)	99
Weight (lbs.)	2,385
% weight front/rear	62/38
Cargo Measurement	
Max. Load (lbs.)	845
Cargo Volume, cu.ft.	16
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	32

Overall Score	58
Predicted Reliability	⬆
Owner Satisfaction	⬆
Road Test Score	47
Crash Prevention	Std./⬆

Reliability History

Trouble Spots	15	16	17
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*

USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Yaris iA



✓ Originally sold as part of the Scion brand, the Yaris iA four-door sedan is actually built by Mazda and is based on the Mazda2 (not sold in the U.S.). It is powered by a 106-hp, 1.5-liter four-cylinder coupled to either a six-speed manual or an automatic. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact, with nimble handling and semi-decent interior decor. It also comes with a standard low-speed pre-collision system that helps the driver avoid collisions. Just like in current Mazda models, the infotainment system consists of a center control knob and a screen, which takes some getting used to in order to master. A navigation system is a dealer-installed option.



Base Price: \$15,950–\$17,050

Body Styles: sedan

Trim Lines: Base

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 (106 hp)

Transmissions: 6-speed automatic;
6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	172
Width (in.)	67
Height (in.)	59
Wheelbase (in.)	101
Weight (lbs.)	2,420
% weight front/rear	61/39

Cargo Measurement

Max. Load (lbs.)	850
Cargo Volume, cu.ft.	13
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	35

Overall Score	68
Predicted Reliability	⬆️
Owner Satisfaction	⬇️
Road Test Score	60
Crash Prevention	Std./⬇️

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS

NEW CAR PREDICTION	Much better than average	⬆️
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Volkswagen Atlas



Volkswagen's Atlas is a formidable competitor among three-row SUVs, putting size, functionality and competitive pricing front and center. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating including a true third-row seat that's fit for adults. A unique, effortlessly articulating second row allows a clear access path to the way back. The controls are a model of clarity, with an easy-to-use infotainment system. While the V6 engine and smooth eight-speed automatic make it feel lively during everyday driving, the Atlas's acceleration trails competitors and its 20 mpg overall fuel economy is not outstanding. Towing capacity is a generous 5,000 pounds. Advanced safety features, including forward-collision warning with automatic braking, are available.



Base Price: \$30,500–\$48,490

Body Styles: 4-door SUV

Trim Lines: Launch Edition, S, SE, SEL, SEL Premium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (235 hp);
3.6-liter V6 (276 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	198
Width (in.)	78
Height (in.)	70
Wheelbase (in.)	117
Weight (lbs.)	4,670
% weight front/rear	55/45

Cargo Measurement

Max. Load (lbs.)	1,215
Cargo Volume, cu.ft.	50.5
Towing Capacity (lbs.)	5,000

Fuel

Premium	
CR overall mpg	20

Overall Score	68
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS

NEW CAR PREDICTION	Worse than average	⬇️
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Volkswagen Beetle



The Beetle coupe and convertible have a roomy-enough interior and decent driving experience. Though the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty and gets sloppy in demanding conditions. The 1.8-liter turbocharged four-cylinder has better performance and fuel economy than the 2.5-liter five-cylinder it replaced. Wind noise is excessive, rear visibility is limited, and the long clutch-pedal travel and wide center console compromise the driving position. Recent updates include available blind-spot detection.



Base Price: \$19,995–\$32,550

Body Styles: 2-door hatchback; convertible

Trim Lines: Classic, Dune, S, SE, SEL

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: 1.8-liter 4 turbo (170 hp)

Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	168
Width (in.)	71
Height (in.)	59
Wheelbase (in.)	100
Weight (lbs.)	3,040
% weight front/rear	62/38
Cargo Measurement	
Max. Load (lbs.)	835
Cargo Volume, cu.ft.	11
Towing Capacity (lbs.)	NR

Fuel

Regular	
CR overall mpg	27

Overall Score	49
Predicted Reliability	
Owner Satisfaction	
Road Test Score	59
Crash Prevention	NA

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*

USED CAR VERDICTS		
NEW CAR PREDICTION	Worse than average	

Volkswagen GTI



The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automated transmission, the 2.0-liter turbo is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system has an easy-to-use touch screen. Lane-keeping assist, blind-spot monitoring, and cross-traffic alert are now available.



Base Price: \$24,995–\$34,395

Body Styles: 2-door hatchback; 4-door hatchback

Trim Lines: Autobahn, S, SE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (210 hp); 2.0-liter 4 turbo (220 hp)

Transmissions: 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	166
Width (in.)	70
Height (in.)	58
Wheelbase (in.)	102
Weight (lbs.)	3,155
% weight front/rear	60/40
Cargo Measurement	
Max. Load (lbs.)	1,045
Cargo Volume, cu.ft.	24
Towing Capacity (lbs.)	NR

Fuel

Premium	
CR overall mpg	29

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volkswagen Golf



The Golf is a notch above other compacts in terms of sophistication, interior ambiance, and driving experience, and it is priced accordingly. Performance from the smooth, strong 170-hp, 1.8-liter turbo four-cylinder feels effortless, and we got 28 mpg overall in our tests with the six-speed automatic. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the quiet cabin contributes to the Golf's solid and upscale feel. A high-performance all-wheel-drive Golf R and an electric eGolf complete the line. Recent additions include blind-spot monitoring and rear cross-traffic alert.



Base Price: \$19,895-\$39,375

Body Styles: 4-door hatchback

Trim Lines: e-Golf, R, S, SE, SEL

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: Electric (134 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (292 hp)

Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.).....168
Width (in.).....71
Height (in.).....57
Wheelbase (in.).....104
Weight (lbs.).....3,090
% weight front/rear.....60/40

Cargo Measurement

Max. Load (lbs.).....1,005
Cargo Volume, cu.ft.....24
Towing Capacity (lbs.).....NR

Fuel

Regular, premium, or electric

CR overall mpg.....28

Overall Score	63
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	82
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Volkswagen Golf Alltrack



✓ Volkswagen turned the Golf wagon into a small-SUV alternative with the Alltrack by endowing it with standard all-wheel drive and slightly increased ground clearance. But despite the rugged posturing, the Alltrack truly triumphs on the road. Sharp steering and quick reflexes make it fun to drive. The Alltrack feels substantial, thanks to a quiet cabin and a solid feel. The ride is a touch firm but compliant. Expect 25 mpg overall from the 1.8-liter, 170-hp turbo four. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space. The Alltrack can get expensive; desirable features such as automatic climate control and power seats come only on the top SEL trim. Automatic emergency braking is optional, but blind-spot monitoring is not available.



Base Price: \$26,950-\$32,890

Body Styles: wagon

Trim Lines: S, SE, SEL

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 turbo (170 hp)

Transmissions: 6-speed automatic

Overall Score	80
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	89
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			⬆️
Engine Minor			⬆️
Engine Cooling			⬆️
Transmission Major			⬆️
Transmission Minor			⬆️
Drive System			⬆️
Fuel System			⬆️
Electrical			⬆️
Climate System			⬆️
Suspension			⬆️
Brakes			⬆️
Exhaust			⬆️
Paint/Trim			⬆️
Noises/Leaks			⬆️
Body Hardware			⬆️
Power Equipment			⬆️
In-Car Electronics			⬆️
USED CAR VERDICTS			⬆️
NEW CAR PREDICTION			⬆️

Facts & Figures

Exterior Dimensions

Length (in.).....180
Width (in.).....71
Height (in.).....60
Wheelbase (in.).....104
Weight (lbs.).....3,465
% weight front/rear.....56/44

Cargo Measurement

Max. Load (lbs.).....1,010
Cargo Volume, cu.ft.....30.5
Towing Capacity (lbs.).....NR

Fuel

Regular

CR overall mpg.....25

Volkswagen Jetta



A little bigger than most compact sedans, the Jetta is a roomy, comfortable, and practical choice. Handling is responsive, and the ride is comfortable. The refined and energetic 1.4-liter turbocharged four-cylinder delivers responsive acceleration, and it returned an excellent 32 mpg overall in our testing. The 1.8-liter turbo four-cylinder is smooth and flexible, and returns a commendable 30 mpg. Opt for the GLI and you get a strong turbo 2.0-liter, a tauter suspension that delivers nimbler handling, better brakes, and a richer-looking interior. Rear-seat passengers will appreciate the spacious cabin, which is roomier than most competitors'. A redesigned Jetta will go on sale in 2019.



Base Price: \$17,895-\$28,995

Body Styles: sedan

Trim Lines: GLI, S, SE, SEL

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (150 hp);
1.8-liter 4 turbo (170 hp); 2.0-liter 4
turbo (210 hp)

Transmissions: 6-speed automatic;
5-speed manual; 6-speed manual;
6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 104
Weight (lbs.) 3,040
% weight front/rear 59/41

Cargo Measurement

Max. Load (lbs.) 1,025
Cargo Volume, cu.ft. 16
Towing Capacity (lbs.) NR

Fuel

Regular or premium

CR overall mpg. 27-32

Overall Score	63-66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74-79
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volkswagen Passat



With generous interior space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsize sedan. The primary powertrain is an energetic 1.8-liter turbo four-cylinder that's mated to a six-speed automatic. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo averaged a very good 28 mpg overall and 39 on the highway. Front seats are very accommodating. Rear-seat occupants will appreciate the extra-spacious cabin, and the trunk is huge. Improved interior fit and finish is a plus, and active safety features such as automatic emergency braking are standard.



Base Price: \$22,440-\$33,995

Body Styles: sedan

Trim Lines: R-Line, S, SE, SEL, SEL

Premium

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.8-liter 4 turbo (170 hp);
3.6-liter V6 (280 hp)

Transmissions: 6-speed automatic;
6-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.) 192
Width (in.) 72
Height (in.) 59
Wheelbase (in.) 110
Weight (lbs.) 3,320
% weight front/rear 59/41

Cargo Measurement

Max. Load (lbs.) 1,115
Cargo Volume, cu.ft. 16
Towing Capacity (lbs.) 1,000

Fuel

Regular or premium

CR overall mpg. 23-28

Overall Score	78-80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79-82
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			

USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Volkswagen Tiguan



The second-generation Tiguan is one of the largest models in the small SUV segment. That growth allows for an optional third row (standard on FWD versions) and an enormous second-row seat. While the 184-hp, 2.0-liter turbocharged four-cylinder feels responsive in daily driving, acceleration is rather slow: it takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure and the ride is comfortable. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. A variety of advanced safety features, such as forward-collision warning, automatic emergency braking, and rear cross-traffic warning, are standard starting on the SE trim.



Base Price: \$25,345-\$37,550

Body Styles: 4-door SUV

Trim Lines: S, SE, SEL, SEL Premium

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (184 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	72
Height (in.)	66
Wheelbase (in.)	110
Weight (lbs.)	3,860
% weight front/rear	57/43
Cargo Measurement	
Max. Load (lbs.)	1,215
Cargo Volume, cu.ft.	33
Towing Capacity (lbs.)	1,500

Fuel

Regular	
CR overall mpg	25

Overall Score	65
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	84
Crash Prevention	Opt.

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Volvo S60



The S60 offers fairly agile handling but a stiff ride. A smooth and refined turbo four-cylinder and an eight-speed automatic are new, and they bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet and well-finished, with very comfortable front seats. But some controls are unintuitive, the rear seat is tight, and the trunk is small. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The AWD Cross Country sedan has raised ground clearance. The Inscription model adds almost 3 inches of rear legroom.



Base Price: \$33,950-\$60,000

Body Styles: sedan

Trim Lines: Cross Country, Polestar, T5, T5 Inscription, T6

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp); 2.0-liter 4 turbo (302 hp); 2.0-liter 4 turbo (362 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	73
Height (in.)	58
Wheelbase (in.)	109
Weight (lbs.)	3,610
% weight front/rear	62/38
Cargo Measurement	
Max. Load (lbs.)	1,025
Cargo Volume, cu.ft.	12
Towing Capacity (lbs.)	3,500

Fuel

Regular	
CR overall mpg	25

Overall Score	68
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	80
Crash Prevention	Std./⬇️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	*
Engine Minor	⬆️	⬆️	*
Engine Cooling	⬆️	⬆️	*
Transmission Major	⬆️	⬆️	*
Transmission Minor	⬆️	⬆️	*
Drive System	⬆️	⬆️	*
Fuel System	⬆️	⬆️	*
Electrical	⬆️	⬆️	*
Climate System	⬆️	⬆️	*
Suspension	⬆️	⬆️	*
Brakes	⬆️	⬆️	*
Exhaust	⬆️	⬆️	*
Paint/Trim	⬆️	⬆️	*
Noises/Leaks	⬆️	⬆️	*
Body Hardware	⬆️	⬆️	*
Power Equipment	⬆️	⬆️	*
In-Car Electronics	⬆️	⬆️	*
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Average ⬆️		

Volvo S90



Though plush and ornate, the S90 falls short of the refinement expected of a midsize luxury sedan, due to the stiff ride and gruff-sounding engine. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured a respectable 23 mpg overall in our tests. The base T5 version uses a 250-hp turbocharged four-cylinder. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves frustrating to use. Automatic emergency braking, including pedestrian and large animal detection, is standard, as is Drive Assist, which gives the car limited self-steering capability. For 2018 the S90 is available as a long-wheelbase version with a roomier rear seat. The V90 is the wagon version.



Base Price: \$48,100–\$68,150

Body Styles: sedan

Trim Lines: T5 Inscription, T5

Momentum, T6 Inscription, T6

Momentum, T8 Plug-in

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp);

2.0-liter 4 turbo (316 hp); 2.0-liter 4

hybrid (407 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	200
Width (in.)	74
Height (in.)	57
Wheelbase (in.)	121
Weight (lbs.)	4,085
% weight front/rear	56/44
Cargo Measurement	
Max. Load (lbs.)	950
Cargo Volume, cu.ft.	14
Towing Capacity (lbs.)	3,500

Fuel

Premium	
CR overall mpg	23

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION			
Worse than average			

Volvo V60



This wagon version of the S60 has fairly agile handling, but the ride is too stiff. The four-cylinder turbo we tested in the S60 provided lively acceleration and respectable fuel economy. The interior is quiet, but many controls, such as those for the radio and trip computer, are overly complicated. The front seats are very comfortable and supportive, but the two-way lumbar adjustment is chintzy and the rear seat is tight. Cargo space is modest for a wagon. Safety features include automatic braking and an optional pedestrian-detection system. The AWD Cross Country version has higher ground clearance.



Base Price: \$36,150–\$61,600

Body Styles: wagon

Trim Lines: Cross Country, Polestar,

T5, T6

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (240 hp);

2.0-liter 4 turbo (302 hp); 2.0-liter 4

turbo (362 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	73
Height (in.)	61
Wheelbase (in.)	109
Weight (lbs.)	3,925
% weight front/rear	60/40
Cargo Measurement	
Max. Load (lbs.)	990
Cargo Volume, cu.ft.	26
Towing Capacity (lbs.)	3,300

Fuel

Regular	
CR overall mpg	21

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Std./

Reliability History

Trouble Spots	15	16	17
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION			
Average			

Volvo XC60



Volvo's second generation XC60 is a scaled down version of the XC90, complete with an elegant, Scandinavian-themed interior. Like its big brother, it suffers from convoluted and distracting controls and an overly stiff ride. The 250-hp, 2.0-liter turbo four-cylinder is responsive enough but the eight-speed automatic shows an occasional hiccup. We measured 23 mpg overall on premium. A 316-hp version of that engine powers the uplevel T6 and a 400-hp plug-in hybrid is called the T8. The cabin benefits from supremely comfortable seats, a relatively roomy back and a nicely finished cargo hold. Volvo's advanced safety systems, City Safety, encompasses both low- and high-speed automatic emergency braking. Some new features such as Steer Assist are available as well. Note that blind spot monitoring is only optional.



Base Price: \$41,500–\$56,700

Body Styles: 4-door SUV

Trim Lines: Inscription, Momentum, R-Design, T8 Plug-in Hybrid

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	185
Width (in.)	79
Height (in.)	65
Wheelbase (in.)	113
Weight (lbs.)	4,150
% weight front/rear	55/45
Cargo Measurement	
Max. Load (lbs.)	950
Cargo Volume, cu.ft.	34
Towing Capacity (lbs.)	3,500

Fuel

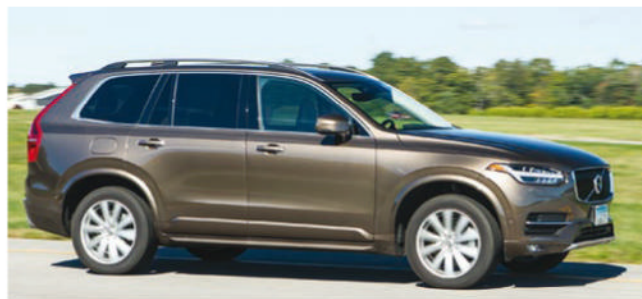
Premium	
CR overall mpg	23

Overall Score	66
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	79
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	⬆️	⬆️	⬆️
Engine Minor	⬆️	⬆️	⬆️
Engine Cooling	⬆️	⬆️	⬆️
Transmission Major	⬆️	⬆️	⬆️
Transmission Minor	⬆️	⬆️	⬆️
Drive System	⬆️	⬆️	⬆️
Fuel System	⬆️	⬆️	⬆️
Electrical	⬆️	⬆️	⬆️
Climate System	⬆️	⬆️	⬆️
Suspension	⬆️	⬆️	⬆️
Brakes	⬆️	⬆️	⬆️
Exhaust	⬆️	⬆️	⬆️
Paint/Trim	⬆️	⬆️	⬆️
Noises/Leaks	⬆️	⬆️	⬆️
Body Hardware	⬆️	⬆️	⬆️
Power Equipment	⬆️	⬆️	⬆️
In-Car Electronics	⬆️	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Worse than average ⬆️		

Volvo XC90



The XC90 is a competitive three-row SUV. Base models use a 2.0-liter four-cylinder turbo, offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. All versions use an eight-speed automatic. Handling is commendable, but the ride is stiff-though the optional air suspension makes it slightly better. The interior is quiet, plush, and modern, with supercomfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system that's frustrating to use. Many electronic safety features are available.



Base Price: \$45,750–\$104,900

Body Styles: 4-door SUV

Trim Lines: T5 Inscription, T5

Momentum, T5 R-Design, T6 Inscription, T6 Momentum, T6 R-Design, T8 Excellence, T8 Plug-in Hybrid

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)

Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	84
Height (in.)	70
Wheelbase (in.)	118
Weight (lbs.)	4,595
% weight front/rear	53/47
Cargo Measurement	
Max. Load (lbs.)	1,210
Cargo Volume, cu.ft.	35
Towing Capacity (lbs.)	5,000

Fuel

Premium	
CR overall mpg	20

Overall Score	58
Predicted Reliability	⬇️
Owner Satisfaction	⬆️
Road Test Score	84
Crash Prevention	Std./⬆️

Reliability History

Trouble Spots	15	16	17
Engine Major	*	⬆️	⬆️
Engine Minor	*	⬆️	⬆️
Engine Cooling	*	⬆️	⬆️
Transmission Major	*	⬆️	⬆️
Transmission Minor	*	⬆️	⬆️
Drive System	*	⬆️	⬆️
Fuel System	*	⬆️	⬆️
Electrical	*	⬆️	⬆️
Climate System	*	⬆️	⬆️
Suspension	*	⬆️	⬆️
Brakes	*	⬆️	⬆️
Exhaust	*	⬆️	⬆️
Paint/Trim	*	⬆️	⬆️
Noises/Leaks	*	⬆️	⬆️
Body Hardware	*	⬆️	⬆️
Power Equipment	*	⬆️	⬆️
In-Car Electronics	*	⬆️	⬆️
USED CAR VERDICTS	⬆️	⬆️	⬆️
NEW CAR PREDICTION	Much worse than average ⬆️		

Road Tests Highlights

Consumer Reports conducts more than 50 objective tests and subjective evaluations on every vehicle we rate.

These charts list test results from Consumer Reports testing, which allow you to easily compare models. Here is an explanation about the criteria that appear in the charts:

■ **Make & model** specifies the model and trim version of the vehicle Consumer Reports tested. We often test multiple versions of the same model, and each can yield different test results depending on the trim and equipment level, body style, and engine type.

■ **Trans** indicates the transmission type and number of speeds. Auto is automatic, CVT is continuously variable transmission, man is manual, seq is sequential,

and 1-spd. dir. is 1-speed direct drive.

■ **HP** is the horsepower of the engine tested.

■ **Engine** notes displacement, number of cylinders, and configuration we tested.

■ **CR's fuel economy** includes the tested overall mpg based on a realistic mix of highway and city driving. The mpg for city and highway driving are listed separately.

■ **Acceleration** is based on how a vehicle performs in several tests. The **0-to-30** and **0-to-60** mph tests are conducted from a standstill with the engine idling, with the figure indicating the number of seconds needed to reach those speeds. The **¼-mile** test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling

when it reached that distance.

■ **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.

■ **Performance** includes our emergency-handling and turning circle tests. **AM speed** is the speed at which the vehicle was able to successfully negotiate our avoidance maneuver test course. The faster the speed, the better. **Turning circle** is the bumper clearance needed, in feet, for a U-turn to be completed.

For more information on the vehicles we have tested and to continue your research, visit our comprehensive website at [CR.org](https://www.consumerreports.org). Subscribers have access to all of our test results, detailed reliability and owner satisfaction ratings, and our expert reviews.



PHOTO: JOHN POWERS

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Acura ILX	seq 8	201	2.4-liter 4	28	18	42	3.1	7.5	15.9 @ 92	132	139	54.5	38
Acura MDX Tech	auto 9	290	3.5-liter V6	21	14	31	2.8	6.8	15.3 @ 94	135	140	52.0	40
Acura RDX	auto 6	279	3.5-liter V6	22	14	31	2.9	6.6	15.2 @ 95	132	144	51.0	40
Acura RLX Tech	auto 10	310	3.5-liter V6	23	15	36	2.7	6.5	15.0 @ 97	128	138	51.5	40
Acura TLX 2.4L	seq 8	206	2.4-liter 4	27	18	41	3.0	7.4	15.7 @ 93	129	138	54.5	41
Acura TLX SH-AWD	auto 9	290	3.5-liter V6	25	16	36	2.5	6.5	14.9 @ 99	129	140	55.0	40
Alfa Romeo Giulia Ti	auto 8	280	2.0-liter 4 turbo	27	18	39	3.1	6.7	15.2 @ 99	136	147	53.0	39
Alfa Romeo Stelvio Ti	auto 8	280	2.0-liter 4 turbo	24	17	32	3.1	7.0	15.5 @ 96	132	138	52.5	40
Audi A3 Premium	seq 6	186	2.0-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A4 Premium Plus	seq 7	252	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A6 3.0T	auto 8	333	3.0-liter V6 supercharged	22	15	34	2.1	5.7	14.2 @ 101	132	138	52.5	41
Audi A8 4.0T	auto 8	450	4.0-liter V8 turbo	21	14	30	2.2	5.5	14.0 @ 105	126	137	52.0	43
Audi Q3 Premium Plus	auto 6	200	2.0-liter 4 turbo	22	15	31	3.2	8.4	16.6 @ 87	132	141	51.5	40
Audi Q5 Premium	seq 7	252	2.0-liter 4 turbo	24	17	34	2.7	6.8	15.4 @ 94	130	144	52.5	40
Audi Q7 Premium Plus	auto 8	333	3.0-liter V6 supercharged	20	13	28	2.5	6.7	15.1 @ 96	127	138	50.0	42
Audi TT 2.0T	seq 6	220	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW 328d xDrive	auto 8	180	2.0-liter 4 turbodiesel	35	24	49	3.5	8.5	16.8 @ 88	132	139	54.0	38
BMW 330i xDrive	auto 8	248	2.0-liter 4 turbo	26	17	39	2.8	6.9	15.2 @ 97	129	143	55.0	40
BMW 530i xDrive	auto 8	248	2.0-liter 4 turbo	26	16	40	2.9	7.2	15.5 @ 95	130	141	52.5	42
BMW 750i xDrive	auto 8	445	4.4-liter V8 turbo	21	14	33	2.4	5.3	13.6 @ 111	131	147	52.5	43
BMW i3 Giga (60ah) Rex	1-spd. dir.	170	0.7-liter 2 + electric	139**	135**	141**	3.3	7.5	16.3 @ 85	131	138	55.0	33
BMW M240i	man 6	335	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW X1 xDrive28i	auto 8	228	2.0-liter 4 turbo	26	17	37	3.5	7.9	16.3 @ 92	134	143	53.0	39
BMW X5 xDrive35i	auto 8	300	3.0-liter 6 turbo	21	14	28	3.1	7.4	15.7 @ 94	137	142	52.0	43
Buick Cascada Premium	auto 6	200	1.6-liter 4 turbo	22	14	31	3.5	8.9	17.0 @ 86	134	148	54.0	40
Buick Encore Preferred II	auto 6	138	1.4-liter 4 turbo	23	16	32	3.8	11.0	18.3 @ 77	127	134	55.0	38
Buick Envision Premium	auto 6	252	2.0-liter 4 turbo	21	14	31	2.9	7.9	16.1 @ 90	128	153	55.0	38
Buick LaCrosse Essence	auto 9	310	3.6-liter V6	24	16	36	2.8	6.3	14.8 @ 100	127	144	54.0	39
Cadillac ATS Luxury	auto 8	272	2.0-liter 4 turbo	23	15	33	2.5	6.5	14.9 @ 97	125	133	57.5	37
Cadillac CT6 Luxury AWD	auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	125	143	52.0	41
Cadillac CTS Luxury AWD	auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	127	145	54.5	38
Cadillac Escalade Luxury	auto 8	420	6.2-liter V8	16	10	23	2.2	6.1	14.5 @ 98	142	157	45.0	41
Cadillac XT5 Luxury AWD	auto 8	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XTS Premium Luxury	auto 6	304	3.6-liter V6	22	14	34	3.0	7.2	15.7 @ 94	128	134	53.0	40
Chevrolet Bolt Premier	1-spd. dir.	200	electric	119**	128**	110**	3.0	6.8	15.3 @ 93	138	145	53.0	36
Chevrolet Camaro SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Colorado LT	auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
Chevrolet Colorado LT Diesel	auto 6	181	2.8-liter 4 turbo	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
Chevrolet Corvette 3LT	man 7	460	6.2-liter V8	20	14	28	2.0	4.3	12.6 @ 116	107	121	57.5	38
Chevrolet Cruze LT	auto 6	153	1.4-liter 4 turbo	30	19	47	3.3	8.5	16.6 @ 88	125	141	56.0	36
Chevrolet Cruze Diesel	auto 9	137	1.6-liter 4 turbodiesel	41	27	60	3.5	9.1	17.1 @ 85	132	150	55.0	36
Chevrolet Equinox LT	auto 6	170	1.5-liter 4 turbo	25	17	34	3.7	9.6	17.5 @ 82	132	145	53.0	39
Chevrolet Impala Premier	auto 6	305	3.6-liter V6	22	14	34	2.9	6.9	15.5 @ 95	130	136	54.0	40
Chevrolet Malibu Hybrid	CVT	182	1.8-liter 4 hybrid	41	33	49	3.0	8.0	16.3 @ 86	135	153	55.0	38
Chevrolet Malibu LT	auto 6	160	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6 @ 86	130	149	53.0	38
Chevrolet Silverado 1500 LT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
Chevrolet Sonic LT	auto 6	138	1.8-liter 4	28	19	38	3.2	9.3	17.1 @ 83	128	139	54.0	36
Chevrolet Spark 1LT	CVT	98	1.4-liter 4	33	23	44	4.5	12.0	19.0 @ 76	129	137	57.5	35
Chevrolet Suburban Premier	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	47.0	45
Chevrolet Tahoe LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
Chevrolet Trax LT	auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Chevrolet Volt LT	1-spd. dir.	149	1.5-liter 4 + electric	105**	99**	109**	2.7	8.0	16.3 @ 84	133	140	52.0	38
Chrysler 300 C	auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
Chrysler 300 Limited	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Chrysler Pacifica Hybrid Platinum	CVT	248	3.6-liter V6 + electric	44*	37*	50*	3.8	8.3	16.5 @ 91	145	145	48.5	41
Chrysler Pacifica Touring L	auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
Dodge Challenger R/T Plus	man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
Dodge Charger R/T	auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
Dodge Charger SXT	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Durango GT	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Dodge Grand Caravan GT	auto 6	283	3.6-liter V6	17	11	27	3.3	8.1	16.5 @ 86	141	153	49.0	42
Dodge Journey GT	auto 6	283	3.6-liter V6	16	11	25	3.2	8.1	16.4 @ 86	139	142	50.0	41
Fiat 124 Lusso	man 6	160	1.4-liter 4 turbo	31	23	40	2.3	7.1	15.4 @ 92	121	130	56.0	32
Fiat 500 Abarth	man 5	160	1.4-liter 4 turbo	28	21	34	2.6	8.0	16.1 @ 86	125	126	55.5	39
Fiat 500 Lounge	man 5	101	1.4-liter 4	33	24	42	3.5	11.3	18.3 @ 76	134	142	55.0	34
Fiat 500 Pop	man 5	101	1.4-liter 4	34	25	42	3.4	11.0	18.1 @ 76	129	137	53.0	34
Fiat 500L Pop	auto 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
Fiat 500X Pop	auto 9	180	2.4-liter 4	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford C-MAX Energi	CVT	188	2.0-liter 4 + electric	47*	45*	49*	3.3	8.1	16.4 @ 89	136	146	50.5	41
Ford C-MAX Hybrid SE	CVT	188	2.0-liter 4 hybrid	37	35	38	3.4	8.4	16.6 @ 89	138	150	53.0	41
Ford Edge SEL	auto 6	245	2.0-liter 4 turbo	21	14	31	3.1	8.8	16.8 @ 84	132	139	51.5	41
Ford Escape SE	auto 6	179	1.5-liter 4 turbo	23	15	31	3.6	10.1	17.8 @ 80	132	147	50.0	40
Ford Explorer XLT	auto 6	290	3.5-liter V6	18	12	26	3.1	7.9	16.2 @ 89	135	145	49.5	40
Ford F-150 XLT (2.7T)	auto 6	325	2.7-liter V6 turbo	17	12	22	2.9	7.0	15.5 @ 94	137	155	45.5	49
Ford F-150 XLT (3.5T)	auto 10	375	3.5-liter V6 turbo	16	11	22	2.9	7.2	15.7 @ 93	139	156	46.5	49
Ford Fiesta hatchback SE	man 6	123	1.0-liter 3 turbo	35	25	46	3.1	9.0	17.2 @ 83	125	133	56.0	35
Ford Fiesta hatchback SES	man 5	120	1.6-liter 4	32	23	42	3.6	10.7	17.9 @ 80	134	147	55.0	36
Ford Fiesta sedan SE	seq 6	120	1.6-liter 4	33	22	45	4.3	10.9	18.4 @ 79	142	159	52.5	36
Ford Fiesta ST	man 6	197	1.6-liter 4 turbo	29	21	36	2.9	7.3	15.6 @ 93	118	124	57.0	37
Ford Flex SEL	auto 6	287	3.5-liter V6	18	12	25	3.2	8.5	16.5 @ 88	141	145	48.0	43
Ford Focus Electric	1-spd. dir.	143	electric	111**	104**	116**	4.3	10.2	18.0 @ 82	140	154	52.5	41
Ford Focus sedan SE (1.0T)	auto 6	123	1.0-liter 3 turbo	29	18	44	4.1	11.0	18.3 @ 79	128	140	51.5	37
Ford Focus sedan SE	seq 6	160	2.0-liter 4	29	19	43	3.7	9.8	17.4 @ 85	128	140	51.5	37
Ford Focus ST	man 6	252	2.0-liter 4 turbo	26	19	32	2.8	6.6	15.1 @ 95	122	135	53.0	42
Ford Fusion Hybrid SE	CVT	188	2.0-liter 4 hybrid	39	35	41	3.4	8.3	16.5 @ 90	140	153	52.0	40
Ford Fusion SE	auto 6	181	1.5-liter 4 turbo	24	16	34	3.2	9.2	17.0 @ 84	125	137	52.5	38
Ford Fusion Titanium	auto 6	245	2.0-liter 4 turbo	22	14	33	3.0	7.4	15.8 @ 92	130	141	53.5	37
Ford Mustang GT Premium	man 6	435	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
Ford Mustang Premium	auto 6	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	52.5	39
Ford Taurus Limited	auto 6	288	3.5-liter V6	21	14	31	2.9	7.2	15.6 @ 95	135	142	50.0	42
Ford Transit Connect XLT	auto 6	169	2.5-liter 4	21	15	27	3.9	10.9	18.2 @ 78	132	141	53.0	41
Genesis G80 3.8 AWD	auto 8	311	3.8-liter V6	20	13	30	2.9	7.2	15.5 @ 95	129	137	53.0	38
Genesis G90 3.3T Premium AWD	auto 8	365	3.3-liter V6 turbo	18	11	28	2.6	6.0	14.5 @ 101	130	145	52.0	41
GMC Acadia Denali	auto 6	310	3.6-liter V6	19	13	28	2.6	6.8	15.4 @ 93	130	139	53.5	40
GMC Canyon SLE	auto 8	308	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
GMC Canyon SLE Diesel	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
GMC Sierra 1500 SLT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
GMC Yukon SLT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
GMC Yukon XL SLT	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	45.0	45
Honda Civic EX-T	CVT	174	1.5-liter 4 turbo	31	21	45	3.0	7.1	15.6 @ 94	129	141	54.5	37
Honda Civic LX	CVT	158	2.0-liter 4	32	21	45	3.7	8.7	16.8 @ 88	129	140	56.0	37

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Honda CR-V EX	CVT	190	1.5-liter 4 turbo	28	20	37	3.4	8.2	16.5 @ 88	137	146	52.0	38
Honda CR-V LX	CVT	184	2.4-liter 4	27	19	36	3.7	8.6	16.8 @ 87	133	149	52.5	38
Honda Fit EX	CVT	130	1.5-liter 4	33	24	42	4.0	10.0	17.7 @ 84	132	135	55.0	36
Honda HR-V LX	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
Honda Odyssey EX-L	auto 9	280	3.5-liter V6	22	14	33	3.4	8.1	16.4 @ 89	136	152	50.0	41
Honda Pilot EX-L	auto 6	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41
Honda Ridgeline RTL	auto 6	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
Hyundai Elantra SEL	auto 6	147	2.0-liter 4	33	21	49	3.8	9.9	17.6 @ 84	133	142	54.0	36
Hyundai Ioniq SEL	seq 6	139	1.6-liter 4 hybrid	52	42	60	3.5	9.9	17.5 @ 81	144	160	51.5	36
Hyundai Santa Fe SE	auto 6	290	3.3-liter V6	20	14	29	3.0	7.6	16.1 @ 90	133	140	51.0	39
Hyundai Santa Fe Sport	auto 6	185	2.4-liter 4	23	17	30	3.2	9.7	17.3 @ 82	132	142	50.5	38
Hyundai Sonata Hybrid SE	auto 6	185	2.4-liter 4	28	18	40	3.7	9.2	17.2 @ 86	139	155	50.5	37
Hyundai Sonata SEL	auto 6	193	2.0-liter 4 hybrid	39	31	46	3.1	8.2	16.4 @ 89	140	151	50.5	37
Hyundai Tucson SEL	auto 6	164	2.0-liter 4	24	17	32	4.0	11.0	18.3 @ 80	129	142	54.0	36
Hyundai Tucson Value	seq 7	175	1.6-liter 4 turbo	26	18	35	3.3	8.4	16.6 @ 86	128	140	53.0	36
Infiniti Q50 3.0t Premium AWD	auto 7	300	3.0-liter V6 turbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
Infiniti Q70 3.7	auto 7	330	3.7-liter V6	21	14	29	2.3	5.8	14.2 @ 101	128	143	54.5	40
Infiniti Q70 Hybrid	auto 7	360	3.5-liter V6 hybrid	25	17	33	2.4	5.6	14.2 @ 101	131	144	52.0	39
Infiniti QX30 Premium AWD	seq 7	208	2.0-liter 4 turbo	25	17	32	2.8	7.1	15.6 @ 93	122	134	57.0	38
Infiniti QX60	CVT	295	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
Infiniti QX80	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
Jaguar F-Pace Prestige	auto 8	340	3.0-liter V6 supercharged	20	14	27	2.4	6.0	14.4 @ 100	129	139	50.5	41
Jaguar XE Premium 25t AWD	auto 8	247	2.0-liter 4 turbo	25	17	36	3.0	7.7	16.0 @ 93	133	145	53.0	38
Jaguar XF Prestige AWD	auto 8	340	3.0-liter V6 supercharged	21	14	30	2.3	5.8	14.2 @ 102	128	140	51.0	39
Jaguar XJL Portfolio	auto 8	340	3.0-liter V6 supercharged	19	13	27	2.3	5.5	14.0 @ 106	138	148	52.5	42
Jeep Cherokee Latitude	auto 9	184	2.4-liter 4	22	15	31	3.9	10.9	18.2 @ 79	138	153	51.5	40
Jeep Cherokee Limited	auto 9	271	3.2-liter V6	21	14	29	3.1	7.7	16.1 @ 90	133	144	51.5	40
Jeep Compass Latitude	auto 9	180	2.4-liter 4	24	16	35	3.6	9.8	17.5 @ 82	137	151	53.5	38
Jeep Grand Cherokee Limited	auto 8	295	3.6-liter V6	18	12	24	3.0	8.0	16.2 @ 88	134	146	50.0	40
Jeep Grand Cherokee Limited Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	24	17	32	3.1	8.6	16.7 @ 85	132	145	50.5	39
Jeep Renegade Latitude	auto 9	180	2.4-liter 4	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Jeep Wrangler Unlimited Sahara	auto 5	285	3.6-liter V6	17	12	22	3.5	8.9	16.8 @ 85	151	181	45.0	43
Kia Cadenza Premium	auto 8	290	3.3-liter V6	24	16	36	2.9	7.0	15.3 @ 98	127	141	52.0	39
Kia Forte LX	auto 6	147	2.0-liter 4	33	21	49	3.6	10.1	17.6 @ 83	128	137	52.5	38
Kia Niro EX	seq 6	139	1.6-liter 4 hybrid	43	33	52	3.6	9.9	17.6 @ 80	143	152	51.0	36
Kia Optima EX	auto 6	185	2.4-liter 4	28	18	40	3.3	8.0	16.3 @ 90	130	141	51.5	37
Kia Sedona EX	auto 6	276	3.3-liter V6	20	13	28	3.2	8.0	16.3 @ 90	133	144	48.0	38
Kia Sorento EX	auto 6	290	3.3-liter V6	21	14	30	3.0	7.4	15.9 @ 91	131	143	49.5	38
Kia Soul Plus	auto 6	161	2.0-liter 4	26	19	33	3.3	8.8	16.9 @ 85	127	135	53.5	36
Kia Sportage LX	auto 6	181	2.4-liter 4	23	16	32	3.5	9.6	17.4 @ 83	128	131	52.5	36
Land Rover Discovery HSE	auto 8	340	3.0-liter V6 supercharged	17	12	24	2.9	7.3	15.6 @ 93	138	148	47.5	42
Land Rover Discovery Sport HSE	auto 9	240	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover HSE	auto 8	340	3.0-liter V6 supercharged	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41
Land Rover Range Rover Sport HSE	auto 8	340	3.0-liter V6 supercharged	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
Lexus ES 300h	CVT	200	2.5-liter 4 hybrid	36	28	44	3.4	8.2	16.4 @ 90	140	144	51.0	40
Lexus ES 350	auto 6	268	3.5-liter V6	25	17	35	2.8	6.7	15.0 @ 98	139	147	51.5	40
Lexus GS 350	auto 8	311	3.5-liter V6	21	13	32	2.6	6.2	14.7 @ 99	137	147	53.5	37
Lexus GX 460	auto 6	301	4.6-liter V8	17	12	24	2.7	7.5	16.0 @ 89	136	143	48.0	41

Ratings & Reference Road Test Highlights

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Lexus IS 300	auto 6	255	3.5-liter V6	20	14	28	2.6	6.5	15.0 @ 96	139	151	53.0	37
Lexus NX 200t	auto 6	235	2.0-liter 4 turbo	24	17	33	3.0	7.5	15.9 @ 92	132	137	49.5	41
Lexus NX 300h	CVT	194	2.5-liter 4 hybrid	29	23	34	3.3	8.9	16.9 @ 85	136	142	49.5	41
Lexus RX 350	auto 8	295	3.5-liter V6	22	14	31	2.9	7.5	15.8 @ 92	139	152	49.0	40
Lexus RX 450h	CVT	308	3.5-liter V6 hybrid	29	24	33	3.2	7.5	15.8 @ 95	138	147	50.0	41
Lincoln Continental Select	auto 6	335	2.7-liter V6 turbo	20	12	32	2.5	6.6	15.1 @ 94	127	140	51.5	39
Lincoln MKC Reserve	auto 6	285	2.3-liter 4 turbo	19	13	27	2.8	7.8	16.1 @ 88	125	133	54.0	39
Lincoln MKX 2.7L	auto 6	335	2.7-liter V6 turbo	18	12	28	2.6	7.2	15.5 @ 92	128	142	53.5	40
Lincoln MKZ Hybrid	auto 6	188	2.0-liter 4 hybrid	34	29	38	3.8	9.2	17.1 @ 87	129	139	53.0	40
Lincoln MKZ Reserve	auto 6	245	2.0-liter 4 turbo	23	16	34	3.0	7.4	15.8 @ 92	124	133	53.0	40
Maserati Ghibli S Q4	auto 8	404	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda3 Grand Touring	man 6	155	2.0-liter 4	32	24	41	3.0	8.2	16.6 @ 86	133	143	54.0	38
Mazda3 Touring	auto 6	155	2.0-liter 4	33	23	45	3.2	8.3	16.6 @ 88	133	140	54.5	38
Mazda6 Sport	auto 6	184	2.5-liter 4	32	22	44	2.8	7.5	15.9 @ 90	132	141	53.0	40
Mazda CX-3 Touring	auto 6	146	2.0-liter 4	28	20	36	3.5	9.6	17.4 @ 82	135	148	53.5	36
Mazda CX-5 Touring	auto 6	187	2.5-liter 4	24	17	33	3.1	8.6	16.6 @ 85	133	144	54.0	37
Mazda CX-9 Touring	auto 6	227	2.5-liter 4 turbo	22	15	32	3.1	7.9	16.3 @ 88	139	143	50.0	40
Mazda MX-5 Miata Club	man 6	155	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mercedes-Benz C300 4MATIC	auto 9	241	2.0-liter 4 turbo	26	18	35	2.7	6.8	15.2 @ 96	136	144	55.5	38
Mercedes-Benz CLA250	seq 7	208	2.0-liter 4 turbo	28	19	39	2.7	6.6	15.2 @ 95	124	137	54.0	37
Mercedes-Benz E300 4MATIC	auto 9	241	2.0-liter 4 turbo	24	15	36	2.8	7.1	15.6 @ 93	128	143	54.5	39
Mercedes-Benz GLA250 4MATIC	seq 7	208	2.0-liter 4 turbo	26	19	35	2.7	6.9	15.4 @ 92	128	142	54.5	37
Mercedes-Benz GLC300 4MATIC	auto 9	241	2.0-liter 4 turbo	22	15	31	2.7	6.8	15.4 @ 93	132	143	49.5	40
Mercedes-Benz GLE350 4MATIC	auto 7	302	3.5-liter V6	18	13	25	2.5	6.8	15.2 @ 93	138	156	48.0	40
Mercedes-Benz S550 4MATIC	auto 9	463	4.0-liter V8 turbo	18	12	28	2.3	5.1	13.5 @ 109	128	138	51.0	41
Mini Cooper Clubman	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mini Cooper Hatchback	auto 6	134	1.5-liter 3 turbo	31	22	41	3.1	8.3	16.5 @ 87	133	142	54.5	36
Mini Cooper Hatchback S	auto 6	134	1.5-liter 3 turbo	28	18	40	3.9	10.5	17.9 @ 81	129	140	56.5	38
Mini Cooper Countryman S All4	auto 8	189	2.0-liter 4 turbo	25	17	36	3.1	8.3	16.5 @ 87	120	130	53.0	39
Mitsubishi Mirage ES	CVT	78	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
Mitsubishi Outlander SEL	CVT	166	2.4-liter 4	24	17	30	3.8	10.0	17.7 @ 81	132	149	50.5	36
Nissan 370Z Touring	man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37
Nissan Altima 2.5 SV	CVT	179	2.5-liter 4	29	19	42	3.5	8.4	16.6 @ 89	135	143	52.0	39
Nissan Altima 3.5 SL	CVT	270	3.5-liter V6	24	16	35	2.9	6.3	14.7 @ 101	133	141	52.0	41
Nissan Armada Platinum	auto 7	390	5.6-liter V8	14	10	20	2.6	6.7	15.3 @ 95	133	147	51.0	43
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	15	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	CVT	284	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
Nissan Rogue SV	CVT	170	2.5-liter 4	24	17	30	3.7	9.5	17.3 @ 83	134	142	54.0	38
Nissan Sentra SV	CVT	124	1.8-liter 4	31	21	42	3.9	10.4	18.0 @ 80	129	139	55.5	36
Nissan Titan SV	auto 7	390	5.6-liter V8	16	11	22	2.8	6.7	15.3 @ 95	131	143	49.5	50
Nissan Versa Note SL	CVT	109	1.6-liter 4	31	22	40	4.0	10.9	18.2 @ 79	135	149	54.5	37
Nissan Versa SV	CVT	109	1.6-liter 4	32	23	40	4.0	10.6	18.1 @ 80	140	152	54.5	38
Porsche 718 Boxster	seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	37
Porsche 911 Carrera S	man 7	420	3.0-liter 6 turbo	23	16	32	1.6	4.1	12.4 @ 117	108	119	59.5	38
Porsche Cayenne	auto 8	300	3.6-liter V6	19	14	26	2.8	7.8	15.9 @ 90	134	147	50.0	39
Porsche Macan S	seq 7	340	3.0-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
Ram 1500 Big Horn	auto 8	395	5.7-liter V8	15	10	21	2.8	7.1	15.5 @ 94	141	154	47.0	49

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0-30 mph (sec.)	0-60 mph (sec.)	1/4 mi (sec. @ mph)	from 60 mph dry (ft.)	from 60 mph wet (ft.)	AM speed (mph)	Turning circle (ft.)
Ram 1500 Big Horn Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	20	14	27	3.4	9.5	17.4 @ 82	143	160	47.0	49
Subaru BRZ Premium	man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
Subaru Forester 2.5i Premium	CVT	170	2.5-liter 4	26	18	35	3.5	8.7	16.8 @ 86	127	140	52.0	37
Subaru Impreza Premium	CVT	152	2.0-liter 4	30	21	41	3.8	9.5	17.3 @ 84	124	140	56.0	37
Subaru Legacy 2.5i Premium	CVT	175	2.5-liter 4	26	17	39	4.1	10.2	17.8 @ 82	128	135	55.5	39
Subaru Outback 2.5i Premium	CVT	175	2.5-liter 4	24	16	34	4.2	10.5	18.1 @ 81	133	142	53.5	39
Subaru Outback 3.6R Limited	CVT	256	3.6-liter 6	22	16	29	3.2	7.4	15.7 @ 93	134	147	55.0	38
Subaru WRX Premium	man 6	268	2.0-liter 4 turbo	26	19	33	1.9	6.0	14.5 @ 97	120	128	59.0	37
Tesla Model S P90D	1-spd. dir.	532	Electric	87**	64**	110**	1.4	3.5	12.1 @ 112	118	129	55.5	41
Tesla Model X 90D	1-spd. dir.	417	Electric	92**	90**	94**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Toyota 4Runner SR5	auto 5	270	4.0-liter V6	18	12	24	3.0	7.7	16.1 @ 89	131	145	48.0	45
Toyota 86	man 6	205	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
Toyota Avalon Limited	auto 6	268	3.5-liter V6	24	16	35	2.8	6.6	15.0 @ 98	135	148	52.0	42
Toyota Camry LE	auto 8	203	2.5-liter 4	32	20	49	3.2	8.0	16.3 @ 91	126	133	53.5	39
Toyota C-HR XLE	CVT	144	2.0-liter 4	29	19	42	4.8	11.2	18.6 @ 80	131	147	52.5	36
Toyota Corolla iM	CVT	137	1.8-liter 4	31	22	42	4.0	10.0	17.8 @ 82	133	150	52.5	37
Toyota Corolla LE	CVT	132	1.8-liter 4	32	23	43	4.0	9.9	17.7 @ 83	138	149	54.5	37
Toyota Highlander Hybrid Limited	CVT	306	3.5-liter V6 hybrid	25	18	32	3.3	8.3	16.4 @ 90	138	146	49.0	40
Toyota Highlander XLE	auto 8	295	3.5-liter V6	22	15	31	2.8	7.4	15.8 @ 92	134	146	48.5	42
Toyota Land Cruiser	auto 8	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
Toyota Mirai	1-spd. dir.	153	electric	67**	67**	67**	3.3	9.3	17.2 @ 81	142	151	49.5	37
Toyota Prius C Two	CVT	99	1.5-liter 4 hybrid	43	37	48	3.7	11.3	18.4 @ 76	135	140	51.5	35
Toyota Prius Four	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius Prime Premium	CVT	121	1.8-liter 4 elec- tric	69	56	81	3.7	10.8	18.1 @ 78	139	147	55.0	35
Toyota Prius V Three	CVT	134	1.8-liter 4 hybrid	41	33	47	3.7	10.7	18.1 @ 78	138	151	55.0	39
Toyota RAV4 Hybrid XLE	CVT	194	2.5-liter 4 hybrid	31	26	36	3.3	8.7	16.7 @ 86	136	145	49.5	36
Toyota RAV4 XLE	auto 6	176	2.5-liter 4	24	17	32	3.4	9.3	17.2 @ 83	135	147	51.0	38
Toyota Sequoia Limited	auto 6	381	5.7-liter V8	15	10	21	2.7	7.1	15.6 @ 92	146	163	47.0	42
Toyota Sienna XLE	auto 8	296	3.5-liter V6	21	14	30	3.2	7.7	16.0 @ 92	137	154	49.5	39
Toyota Tacoma SR5	auto 6	278	3.5-liter V6	19	14	25	3.5	8.2	16.5 @ 90	146	158	46.0	42
Toyota Tundra SR5	auto 6	381	5.7-liter V8	15	10	20	2.6	6.7	15.3 @ 93	153	178	44.5	49
Toyota Yaris iA	auto 6	106	1.5-liter 4	35	24	48	3.8	10.3	17.9 @ 81	139	157	55.0	34
Toyota Yaris LE	auto 4	106	1.5-liter 4	32	23	41	3.9	10.8	18.3 @ 76	137	149	54.0	34
Volkswagen Atlas SEL	auto 8	276	3.6-liter V6	20	13	28	3.5	8.7	16.7 @ 88	135	148	51.0	40
Volkswagen Beetle S	auto 6	170	1.8-liter 4 turbo	27	19	36	3.1	8.4	16.4 @ 89	136	149	51.0	36
Volkswagen Golf SE	auto 6	170	1.8-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
Volkswagen Golf Alltrack	seq 6	170	1.8-liter 4 turbo	25	16	36	3.2	8.5	16.6 @ 87	124	137	56.0	37
Volkswagen GTI SE	seq 6	210	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
Volkswagen Jetta GLI	man 6	210	2.0-liter 4 turbo	27	18	39	3.0	7.2	15.6 @ 95	132	144	54.5	37
Volkswagen Jetta SE	seq 6	150	1.4-liter 4 turbo	32	21	47	3.3	9.1	16.9 @ 86	131	144	53.0	38
Volkswagen Passat SE	auto 6	170	1.8-liter 4 turbo	28	19	39	3.1	8.6	16.6 @ 88	129	139	52.5	38
Volkswagen Passat SEL Premium	seq 6	280	3.6-liter V6	23	16	33	3.0	6.8	15.1 @ 99	132	140	52.5	39
Volkswagen Tiguan SE	auto 8	184	2.0-liter 4 turbo	25	16	35	4.1	10.3	17.9 @ 83	131	135	52.0	39
Volvo S60 T5	auto 8	240	2.0-liter 4 turbo	25	16	38	3.1	7.9	16.2 @ 90	128	135	54.0	38
Volvo S90 T6 Momentum	auto 8	316	2.0-liter 4 turbo & supercharged	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo V60 Cross Country	auto 8	240	2.0-liter 4 turbo	21	14	29	3.0	8.1	16.4 @ 87	127	134	49.5	38
Volvo XC60 T5 Momentum	auto 8	240	2.0-liter 4 turbo	23	15	32	3.0	8.0	16.2 @ 90	124	129	52.5	40
Volvo XC90 T6 Momentum	auto 8	316	2.0-liter 4 turbo & supercharged	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

*Composite of electric and gas. **MPG equivalent

Safety Update and Crash-Test Ratings

When assessing safety, it's important to compare vehicles in the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of the impact if hit by a larger, heavier vehicle. As safety technology progresses rapidly, we've begun evaluating some active safety features as part of our test program. As part of our overall score, we give additional consideration to advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

In 2012 the Insurance Institute for Highway Safety added the front small-overlap crash test. It replicates a 40-mph crash in which 40 percent of the driver-side front of a car hits a rigid barrier. That's in contrast to the institute's regular offset frontal test, which replicates hitting an oncoming vehicle straight on.

Overall, newly-introduced vehicles that were designed with the test in mind have done better in the test than older models. CR won't recommend any vehicle that scores Poor in any crash test.

Guide to the Chart

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. Because crash-test results can only be compared among vehicles



of similar weight, we group models by category. Here is a guide to each column:

■ **Accident Avoidance.** A composite derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we tested multiple versions of the same model and the accident-avoidance scores differed, we give the range of scores attained.

■ **Front-Crash Prevention.** This indicates the availability of forward-collision warning and automatic emergency braking systems in a model. Std. indicates the feature is standard; Opt. means it is optional; and a — means the feature is not available. NA indicates that, at time of publication, there is no information on availability of the features.

■ **IIHS Safety tests.** These include the narrow-offset, offset frontal, side-impact, rear-crash, and roof-strength evaluations. IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to 4 times its weight for up to 5 inches of roof crush.

■ **NHTSA Safety tests.** These tests are conducted by the National Highway Traffic Safety Administration, and measure full-frontal and side-impact performance, and they are displayed as a combined overall and an overall front and side rating. The rollover rating denotes the risk of rollover in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

Make & Model	CR Tests	Front-Crash Prevention				IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking – City	Automatic emergency braking – Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD	
CARS: SUBCOMPACT													
Chevrolet Spark	⬆️	Opt.	—	—	—	Good	Good	—	—	—	—	—	
Fiat 500	⬆️	—	—	—	Poor	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/—	
Ford Fiesta	⬇️⬆️	—	—	—	Marg.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/—	
Honda Fit	⬆️	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/—	
Hyundai Accent	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—	
Kia Rio	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—	
Mini Cooper Base	⬆️	Opt.	Opt.	—	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/—	
Mitsubishi Mirage	⬇️	—	—	—	Marg.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/—	
Nissan Versa	⬇️	—	—	—	—	—	Good	Good	Good	—	⬆️/—	⬆️/—	
Nissan Versa Note	⬇️	—	—	—	—	Good	—	—	—	—	⬇️/—	⬆️/—	
Smart ForTwo	—	Opt.	—	—	—	Good	Good	—	—	⬆️	⬆️/⬆️	⬆️/—	
Toyota Prius C	⬇️	Std.	Std.	—	Accept.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/—	

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD

CARS: SUBCOMPACT *Continued*

Toyota Yaris	↓	Std.	Std.	—	Marg.	Good	Good	Good	Good	↑	↑/↑	↑/—
Toyota Yaris iA	↓	—	Std.	—	Good	Good	Good	Good	Good	↑	↑/↑	↑/—

CARS: COMPACT

Acura ILX	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Audi A3	↑	Std.	Std.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
BMW i3	↑	Opt.	Opt.	Opt.	Good	Good	Good	Accept.	Good	—	—	—
Chevrolet Bolt	↓	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	—
Chevrolet Cruze	↑/↑	Opt.	—	—	—	Good	Good	—	—	↑	↑/↑	↑/—
Chevrolet Sonic	↑	Opt.	—	—	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Chevrolet Volt	↓	Opt.	Opt.	—	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Fiat 500L	↑	—	—	—	Poor	Good	Good	Good	Good	—	—	—
Ford Focus	↑/↑	—	—	—	Accept.	Good	Good	Good	Good	↑	↑/↑	↑/—
Ford Focus Electric	↓	—	—	—	—	—	—	—	—	—	—	↑/—
Honda Civic	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Hyundai Elantra	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Hyundai Ioniq	↓	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Forte	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Kia Niro	↓	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Soul	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Mazda 3	↑	Std.	Std.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Mini Cooper Clubman	↑	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Nissan Leaf	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Sentra	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Subaru Impreza	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	—/↑
Toyota C-HR	↑	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Corolla	↓	Std.	Std.	Std.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Toyota Corolla iM	↑	Std.	Std.	—	—	Good	Good	—	—	—	—	—
Toyota Mirai	↓	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Prius	↓	Std.	Std.	Std.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Toyota Prius Prime	↓	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Volkswagen Beetle	↓	—	—	—	Marg.	Good	Good	Good	Good	↑	↑/↑	↑/—
Volkswagen Golf	↑	Opt.	Opt.	—	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Volkswagen Golf Alltrack	↑	Opt.	Opt.	—	Good	Good	Good	Good	Good	↑	↑/↑	—/↑
Volkswagen Jetta	↑	Opt.	Opt.	—	Good	Good	Good	Good	Good	↑	↑/↑	↑/—

CARS: MIDSIZED

Chevrolet Malibu	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Ford C-MAX Hybrid	↓	—	—	—	Accept.	Good	Good	Good	Good	↑	↑/↑	↑/—
Ford C-MAX Plug-in	↓	—	—	—	—	—	—	—	—	↑	↑/↑	↑/—
Ford Fusion	↓/↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/↑
Honda Accord	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Honda Clarity	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Hyundai Sonata	↓	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Kia Optima	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Kia Stinger	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mazda 6	↑	Std.	Std.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Nissan Altima	↑	Std.	Std.	Std.	Good	Good	Good	Good	Good	↑	↑/↑	↑/—
Subaru Legacy	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	—/↑
Subaru Outback	↑	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	↑	↑/↑	—/↑
Toyota Camry	↑	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Toyota Prius V	↓	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	↑/—
Volkswagen Passat	↑	Std.	Std.	—	Good	Good	Good	Good	Good	↑	↑/↑	↑/—

Ratings & Reference Safety Update and Crash-Test Ratings

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
CARS: LUXURY MIDSIZED												
Acura TLX		Std.	Std.	Std.	Accept.	Good	Good	Good	Good		/	/
Alfa Romeo Giulia		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Audi A4		Std.	Std.	Opt.	Good	Good	Good	Good	Good		/	/
BMW 3 Series		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Buick Regal	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac ATS		Opt.	Opt.	Opt.	—	—	—	—	—		/	/
Infiniti Q50		Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—	/
Jaguar XE		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus ES		Std.	Std.	Std.	Good	Good	Good	Good	Good		/	/—
Lexus IS		Std.	Std.	Std.	Accept.	Good	Good	—	Good		/	/
Lincoln MKZ		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Mercedes-Benz C-Class		Opt.	Std.	Std.	Good	Good	Good	Good	Good		/	/
Mercedes-Benz CLA		Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Tesla Model 3	—	Std.	—	—	—	—	—	—	—	—	—	—
Volvo S60		Opt.	Std.	Opt.	Good	Good	Good	Good	Good		/	/
Volvo V60		Opt.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—

CARS: LARGE/LUXURY

Acura RLX		Std.	Std.	Std.	Good	Good	Good	Good	Good		/	/
Audi A6		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Audi A7	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi A8		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 5 Series		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW 7 Series		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick LaCrosse		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Cadillac CT6		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac CTS		Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good		/	/
Cadillac XTS		Opt.	Opt.	Opt.	—	Good	Good	Good	Good		/	/
Chevrolet Impala		Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good		/	/—
Chrysler 300		Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good		/	/
Dodge Charger	—	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good		/	/
Ford Taurus		Opt.	—	—	Accept.	Good	Good	Good	Good		/	/
Genesis G80		Std.	Std.	Std.	Good	Good	Good	Good	Good		/	/
Genesis G90		Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Infiniti Q70	—	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	/—	/
Jaguar XF		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jaguar XJ		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Cadenza		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Kia K900	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus GS		Std.	Std.	Std.	—	Good	Good	—	Good	—	—	—
Lexus LS	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lincoln Continental		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Maserati Ghibli		Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—	—
Mercedes-Benz CLS	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz E-Class		Std.	Std.	Std.	Good	Good	Good	Good	Good		/	/
Mercedes-Benz S-Class		Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Maxima		Std.	Std.	Std.	Good	Good	Good	Good	Good		/	/—
Porsche Panamera	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Tesla Model S		Std.	—	—	Accept.	Good	Good	Good	Good	—	—	/
Toyota Avalon		Std.	Std.	Std.	Good	Good	Good	Good	Good		/	/—
Volvo S90		Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD

CARS: SPORTY/CONVERTIBLE

Alfa Romeo 4C	—	—	—	—	—	—	—	—	—	—	—	—
Audi A5	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Audi TT		—	—	—	—	—	—	—	—	—	—	—
BMW 2 Series		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW 4 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 6 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Cascada		Opt.	—	—	—	—	—	—	—		/	/—
Chevrolet Camaro		—	—	—	Good	Good	Good	Good	Accept.		/	/—
Chevrolet Corvette		—	—	—	—	—	—	—	—	—	—	—
Dodge Challenger		Opt.	—	—	Marg.	Good	Good	Accept.	Accept.		/	/—
Fiat 124		—	—	—	—	—	—	—	—	—	—	—
Fiat 500 Abarth/convertible	—	—	—	—	—	—	—	—	—	—	—	—
Ford Mustang		Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good		/	/—
Infiniti Q60	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jaguar F-Type	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Lexus LC	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lexus RC	—	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Mazda MX-5 Miata		—	—	—	—	—	—	—	—	—	—	—
Mercedes-Benz SL	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz SLC	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper S		Opt.	Opt.	—	Good	Good	Good	Good	Good		/	/—
Nissan Z		—	—	—	—	—	—	—	—	—	—	—
Porsche 718 Boxster		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Porsche 718 Cayman	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Porsche 911		Opt.	—	—	—	—	—	—	—	—	—	—
Subaru BRZ		—	—	—	Accept.	Good	Good	Good	Good	—	/—	/—
Subaru WRX		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Toyota 86		—	—	—	Accept.	Good	Good	Good	Good	—	/—	/—
Volkswagen GTI		Opt.	Opt.	—	Good	Good	Good	Good	Good		/	/—

MINIVANS

Chrysler Pacifica		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/—
Dodge Grand Caravan		—	—	—	Poor	Good	Good	Good	Good		/	/—
Ford Transit Connect		—	—	—	—	—	—	—	—		/	/—
Honda Odyssey		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/—
Kia Sedona		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/—
Toyota Sienna		Std.	Std.	Std.	Accept.	Good	Good	Good	Good		/	/

SUVs: SMALL

Audi Q3		—	—	—	Good	Good	Good	Good	Good	—	—	—
BMW X1		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Buick Encore		Opt.	—	—	Good	Good	Good	Good	Good		/	/
Chevrolet Equinox		Opt.	Opt.	—	—	—	—	—	—	—	—	—
Chevrolet Trax		Opt.	—	—	Good	Good	Good	Good	Good		/	/
Fiat 500X		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Ford Ecosport	—	—	—	—	—	—	—	—	—	—	—	—
Ford Escape		Opt.	—	—	Accept.	Good	Good	Good	Good		/	/
Honda CR-V		Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Honda HR-V		—	—	—	Accept.	Good	Accept.	Good	Good		/	/
Hyundai Kona	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Hyundai Tucson	—	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good		/	/
Infiniti QX30		Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—

Ratings & Reference > Safety Update and Crash-Test Ratings

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD
SUVs: SMALL <i>Continued</i>												
Jaguar E-Pace	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Jeep Cherokee	⚠️—	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Jeep Compass	⚠️	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Renegade	⬆️	Opt.	Opt.	Opt.	—	Good	Good	—	Good	⬆️	⬆️/⬆️	⬆️/⚠️
Kia Sportage	⬆️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Lincoln MKC	⬆️	Opt.	—	—	—	Good	Good	—	—	⬆️	⬆️/⬆️	⬆️/⬆️
Mazda CX-3	⬆️	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Mazda CX-5	⬆️	Std.	Std.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Mercedes-Benz GLA	⬆️	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper Countryman	⬆️	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	—
Mitsubishi Eclipse Cross	—	—	—	—	—	—	—	—	—	—	—	—
Mitsubishi Outlander	⚠️	Opt.	Opt.	—	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Mitsubishi Outlander Sport	—	Opt.	Opt.	—	Accept.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Nissan Juke	—	—	—	—	Poor	Good	Good	Good	Good	—	⚠️/—	⬆️/⬆️
Nissan Rogue	⬆️	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Nissan Rogue Sport	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Porsche Macan	⬆️	Opt.	—	—	—	—	—	—	—	—	—	—
Subaru Crosstrek	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Subaru Forester	⬆️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	—/⬆️
Toyota RAV4	⚠️	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Volkswagen Tiguan	⬆️	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Volvo XC60	⬆️	Std.	Std.	Std.	—	—	—	—	—	—	—	—

SUVs: MIDSIZED/LUXURY

Acura MDX	⬆️	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Acura RDX	⬆️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Alfa Romeo Stelvio	⬆️	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi Q5	⬆️	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
Audi Q7	⬆️	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW X3	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW X4	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW X5	⬆️	Opt.	Opt.	Opt.	—	Good	Good	—	—	⬆️	⬆️/⬆️	⬆️/⬆️
BMW X6	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Envision	⬆️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	—/⬆️
Cadillac XT5	⬆️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Dodge Durango	⚠️	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⚠️
Dodge Journey	⚠️	—	—	—	Poor	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Ford Edge	⬆️	Opt.	—	—	Accept.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Ford Explorer	⚠️	Opt.	Opt.	Opt.	Marg.	Good	Good	—	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Ford Flex	⚠️	Opt.	—	—	Accept.	Good	Good	Good	Good	—	—	⬆️/⬆️
GMC Acadia	⬆️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
GMC Terrain	—	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Honda Pilot	⚠️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Hyundai Santa Fe	⬆️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Hyundai Santa Fe Sport	⬆️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Infiniti QX50	—	Opt.	Opt.	Opt.	—	Good	Good	Good	—	—	—	⬆️/⬆️
Infiniti QX60	⚠️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Jaguar F-Pace	⬆️	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Grand Cherokee	⬆️	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⬆️	⬆️/⬆️	⚠️/⬆️
Jeep Wrangler JK	⚠️	—	—	—	Good	Good	Marg.*	—	—	—	⚠️/—	⚠️/⚠️
Kia Sorento	⬆️	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆️	⬆️/⬆️	⬆️/⬆️
Land Rover Discovery	⚠️	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Discovery Sport	⚠️	Opt.	Opt.	—	—	—	—	—	—	—	—	—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident avoidance	Forward-collision warning	Automatic emergency braking—City	Automatic emergency braking—Highway	Front small overlap	Offset frontal	Side	Rear	Roof crush	Combined overall	Overall front/side	Rollover 2WD/4WD

SUVs: MIDSIZED/LUXURY *Continued*

Land Rover Range Rover Evoque	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover Velar	—	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Lexus GX	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus NX	⬇—⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Lexus RX	⬇	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Lincoln MKT	—	Opt.	—	—	—	Good	Good	Good	Good	—	—	⬆/⬆
Lincoln MKX	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Maserati Levante	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mazda CX-9	⬇	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
Mercedes-Benz GLC	⬆	Opt.	Std.	Std.	Good	Good	Good	Good	Good	—	—	—
Mercedes-Benz GLE	⬇	Opt.	Std.	Std.	Good	Good	Good	Good	Good	—	—	⬆/⬆
Nissan Murano	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Nissan Pathfinder	⬇	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Porsche Cayenne (2019)	⬆	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Tesla Model X	⬆	Std.	—	—	—	—	—	—	—	⬆	⬆/⬆	—/⬆
Toyota 4Runner	⬇	—	—	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬇/⬇
Toyota Highlander	⬇—⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Volkswagen Atlas	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Volvo XC90	⬆	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	—/⬆

SUVs: LARGE/LUXURY

Buick Enclave	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac Escalade	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬇/⬇
Chevrolet Suburban	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬇/⬇
Chevrolet Tahoe	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬇/⬇
Chevrolet Traverse	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Ford Expedition	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
GMC Yukon	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬇/⬇
GMC Yukon XL	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	⬆	⬆/⬆	⬇/⬇
Infiniti QX80	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover	⬇	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	⬆	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Lexus LX	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lincoln Navigator	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mercedes-Benz GLS	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Armada	⬇	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Toyota Land Cruiser	⬇	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Sequoia	⬇	Std.	Std.	Std.	—	—	—	—	—	—	—	⬆/⬆

PICKUPS: COMPACT

Chevrolet Colorado	⬇	Opt.	—	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬇/⬇
GMC Canyon	⬇	Opt.	—	—	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬇/⬇
Honda Ridgeline	⬆	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Nissan Frontier	—	—	—	—	Marg.	Good	Good	Accept.	Good	⬆	⬇/⬆	⬇/⬆
Toyota Tacoma	⬇	Std.	Std.	Std.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆

PICKUPS: FULL-SIZED

Chevrolet Silverado 1500	⬇	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Ford F-150	⬇	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
GMC Sierra 1500	⬇	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Nissan Titan	⬆	—	—	—	Marg.	Good	Good	Good	Good	⬆	⬆/⬆	⬆/⬆
Ram 1500	⬇	—	—	—	Marg.	Good	Good	Good	Marg.	⬆	⬆/⬆	⬆/⬆
Toyota Tundra	⬇	Std.	Std.	Std.	Marg.	Good	Good	Good	Accept.	⬆	⬆/⬆	⬇/⬆

Dimensions

These charts allow you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 252 models, much being compiled from measurements taken during our testing. Data for vehicles not tested by us or not yet on sale were provided by manufacturers.

Exterior Dimensions & Weight

Length, width, height, and wheelbase data come from the manufacturer. Weight of tested vehicles is measured on our scales.

Cargo

Max. load is the maximum weight of the combination of passengers and cargo that

the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.

Cargo volume for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded. We use an adjustable pipe-frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.

Towing capacity is the maximum for the vehicle we tested. For ones we did not test, we have included the manufacturer's tow rating for a typical model. NR denotes not recommended for towing.

Interior Dimensions

Front, rear, and third-row shoulder room are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more. Front legroom is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go. Rear or third-row legroom is measured with the front seat adjusted to provide 40 inches of front legroom. Headroom is the clearance above a 5-foot, 9-inch person. NA means data are not available; we have been unable to measure the vehicle completely. A dash (—) means not applicable.

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu.ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Acura ILX	182	71	56	105	3,095	850	12.0	NR	55.0	41.0	2.5	50.0	27.5	1.5	—	—	—
Acura MDX	196	77	67	111	4,200	1,175	34.0	5,000	60.5	41.0	4.5	58.5	30.0	3.5	52.0	25.0	0.0
Acura RDX	184	74	65	106	3,850	870	31.5	1,500	58.0	41.0	4.0	56.0	30.0	4.0	—	—	—
Acura RLX	196	74	58	112	3,930	850	13.0	NR	59.5	41.5	3.5	56.0	31.0	3.0	—	—	—
Acura TLX	190	74	57	109	3,480	850	13.0	NR	57.0	41.0	3.0	54.0	27.0	2.5	—	—	—
Alfa Romeo 4C	157	74	47	94	2,465	340	4.0	NR	50.0	NA	NA	—	—	—	—	—	—
Alfa Romeo Giulia	183	74	57	111	3,695	905	12.0	NR	55.0	42.5	2.5	53.0	28.0	1.5	—	—	—
Alfa Romeo Stelvio	185	75	65	111	4,065	990	26.5	3,000	57.5	43.0	3.5	54.0	28.5	2.5	—	—	—
Audi A3	175	70	56	104	3,135	1,100	13.0	NR	54.5	42.0	3.0	51.5	26.0	1.0	—	—	—
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	—	—	—
Audi A5	184	73	54	109	3,550	NA	12.0	NR	55.5	NA	NA	50.5	NA	NA	—	—	—
Audi A6	194	74	58	115	4,075	1,100	14.0	NR	56.0	44.0	4.0	53.0	29.0	3.0	—	—	—
Audi A7	196	75	56	115	4,235	1,100	25.0	NR	56.0	42.5	3.0	54.0	27.5	1.5	—	—	—
Audi A8	207	77	58	123	4,420	1,100	13.0	NR	59.0	43.0	3.5	57.0	34.0	3.5	—	—	—
Audi Q3	173	72	63	103	3,680	1,060	24.5	2,200	55.0	42.0	4.0	52.5	26.0	3.0	—	—	—
Audi Q5	184	75	65	111	4,140	1,060	27.0	4,400	57.5	41.0	5.0	55.0	27.5	2.5	—	—	—
Audi Q7	200	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	—	—	—
BMW 2 Series	175	70	56	106	3,450	805	14.0	NR	54.0	42.0	3.5	51.5	25.0	0.0	—	—	—
BMW 3 Series	183	71	56	111	3,690	905	17.0	NR	55.0	42.0	4.0	54.5	27.5	2.5	—	—	—
BMW 4 Series	183	72	54	111	3,470	790	16.0	NR	55.5	NA	NA	51.5	NA	NA	—	—	—
BMW 5 Series	195	74	58	117	3,950	850	19.0	NR	58.0	43.5	4.5	55.5	30.0	3.0	—	—	—
BMW 6 Series	193	75	54	112	4,355	770	13.0	NR	57.0	NA	NA	49.5	NA	NA	—	—	—
BMW 7 Series	207	75	58	126	4,710	960	18.0	NR	59.0	42.5	4.0	55.0	32.5	3.5	—	—	—
BMW X1	175	72	63	105	3,725	900	27.0	NR	55.0	40.0	4.0	55.5	26.5	3.5	—	—	—
BMW X3	186	74	66	113	4,155	935	NA	NA	57.5	NA	NA	56.0	NA	NA	—	—	—
BMW X4	184	74	64	111	4,130	905	NA	3,000	57.0	NA	NA	56.0	NA	NA	—	—	—
BMW X5	192	76	69	116	4,745	1,345	34.5	6,000	60.5	42.0	4.5	58.5	27.0	4.5	45.0	23.5	1.0
BMW X6	192	78	67	116	4,750	935	NA	NR	60.0	NA	NA	57.0	NA	NA	—	—	—
BMW i3	157	70	62	101	3,140	650	12.0	NR	53.5	42.0	4.5	48.0	26.0	3.0	—	—	—
Buick Cascada	185	72	57	106	3,980	740	13.0	NR	54.5	41.5	5.0	46.0	24.5	0.0	—	—	—
Buick Enclave	204	79	70	121	4,360	NA	NA	5,000	62.5	NA	NA	61.5	NA	NA	57.5	NA	NA
Buick Encore	168	70	65	101	3,355	945	26.0	NR	53.0	42.0	4.0	49.0	25.5	4.0	—	—	—
Buick Envision	184	72	67	108	4,050	950	32.5	1,500	56.5	42.5	4.0	53.5	30.5	1.5	—	—	—

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu.ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Buick LaCrosse	198	73	58	114	3,665	915	15.0	1,000	57.0	44.0	3.5	55.5	32.0	2.5	—	—	—
Buick Regal	193	73	57	111	3,820	NA	32.0	NR	57.0	NA	NA	55.5	NA	NA	—	—	—
Cadillac ATS	183	71	56	109	3,420	870	10.0	NR	55.0	43.0	3.5	53.0	27.5	2.0	—	—	—
Cadillac CT6	204	74	58	122	4,040	910	15.0	1,000	57.5	44.0	4.5	55.0	31.0	3.5	—	—	—
Cadillac CTS	196	72	57	115	3,915	890	14.0	1,000	56.5	42.0	4.0	53.0	28.5	2.0	—	—	—
Cadillac Escalade	204	81	74	116	5,820	1,310	48.0	8,100	64.0	43.0	4.0	64.0	30.0	4.0	63.0	27.0	0.0
Cadillac XT5	190	75	66	113	4,300	1,620	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	—	—	—
Cadillac XTS	202	73	59	112	4,090	925	18.0	1,000	56.0	43.5	3.5	54.0	32.5	3.0	—	—	—
Chevrolet Bolt	164	70	63	102	3,545	875	17.0	NR	54.0	42.5	5.5	54.0	29.5	3.0	—	—	—
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	—	—	—
Chevrolet Colorado	213	74	79	128	4,500	1,555	—	7,000	57.5	43.0	5.5	55.5	28.0	3.0	—	—	—
Chevrolet Corvette	177	74	49	107	3,470	525	15.0	NR	53.0	41.0	3.5	—	—	—	—	—	—
Chevrolet Cruze	184	71	57	106	2,915	870	15.0	NR	54.0	43.0	5.0	51.5	29.0	1.5	—	—	—
Chevrolet Equinox	183	73	65	107	3,540	995	32.0	3,500	55.5	42.5	4.0	54.0	30.0	2.0	—	—	—
Chevrolet Impala	201	73	59	112	3,855	945	19.0	1,000	56.0	43.0	4.0	53.0	32.0	2.0	—	—	—
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	—	—	—
Chevrolet Silverado 1500	230	80	74	144	5,415	1,705	—	11,200	65.0	44.0	8.5	64.0	32.0	5.5	—	—	—
Chevrolet Sonic	174	68	60	99	2,765	895	15.0	NR	52.0	42.0	5.5	52.0	24.0	2.5	—	—	—
Chevrolet Spark	143	63	58	94	2,280	660	11.0	NR	50.0	41.5	1.5	48.0	24.0	4.5	—	—	—
Chevrolet Suburban	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Chevrolet Tahoe	204	81	74	116	5,635	1,580	47.5	8,300	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
Chevrolet Traverse	204	79	71	121	4,695	1,450	NA	5,000	62.0	NA	NA	62.0	NA	NA	57.5	NA	NA
Chevrolet Trax	167	70	66	101	3,255	945	26.0	NR	53.0	43.0	6.5	50.0	26.0	4.0	—	—	—
Chevrolet Volt	180	71	56	106	3,520	750	11.0	NR	56.0	43.0	3.5	52.0	27.5	0.5	—	—	—
Chrysler 300	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	—	—	—
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Challenger	198	76	57	116	4,190	865	16.0	1,000	58.5	42.0	6.0	53.0	23.0	1.0	—	—	—
Dodge Charger	198	75	58	120	4,335	865	16.0	1,000	57.0	41.5	2.5	55.0	28.0	2.0	—	—	—
Dodge Durango	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Grand Caravan	203	79	68	121	4,685	1,150	61.5	3,600	64.0	41.0	3.0	63.5	32.5	3.0	59.0	27.0	1.5
Dodge Journey	192	72	68	114	4,410	1,165	37.0	2,500	57.0	41.0	4.5	56.5	26.0	4.5	51.0	24.0	0.0
Fiat 124	160	69	49	91	2,450	340	5.0	NR	51.5	40.5	2.0	—	—	—	—	—	—
Fiat 500	140	64	60	91	2,415	750	10.0	NR	48.5	40.5	4.5	46.5	23.0	0.0	—	—	—
Fiat 500L	167	70	66	103	3,330	860	22.5	NR	56.0	41.0	7.0	52.5	28.5	3.5	—	—	—
Fiat 500X	167	71	64	101	3,280	1,080	19.5	NR	53.5	41.5	6.0	51.5	26.5	2.5	—	—	—
Ford C-MAX	174	72	64	104	3,615	825	28.0	NR	55.5	42.0	7.0	53.0	28.5	5.0	—	—	—
Ford EcoSport	161	70	65	99	3,325	NA	NA	2,000	53.5	NA	NA	51.5	NA	NA	—	—	—
Ford Edge	188	76	69	112	4,205	935	39.0	3,500	58.0	42.5	3.5	59.0	30.5	3.0	—	—	—
Ford Escape	178	72	66	106	3,695	825	34.0	2,000	55.5	41.5	6.0	53.5	28.0	5.0	—	—	—
Ford Expedition	222	82	76	131	6,265	NA	NA	9,300	63.0	NA	NA	63.5	NA	NA	52.0	NA	NA
Ford Explorer	198	79	70	113	4,780	1,280	42.0	5,000	60.5	42.0	5.5	60.0	27.0	3.5	48.5	27.0	3.0
Ford F-150	232	80	77	145	5,025	1,925	—	10,700	66.0	43.0	7.5	65.5	34.5	6.0	—	—	—
Ford Fiesta	174	68	58	98	2,665	825	13.0	NR	52.0	41.5	5.0	48.0	24.5	1.5	—	—	—
Ford Flex	202	80	68	118	4,820	1,160	47.5	4,500	58.5	41.5	6.5	58.0	31.5	7.5	50.0	28.0	2.0
Ford Focus	179	72	58	104	2,990	825	13.0	NR	55.5	42.0	4.5	51.0	27.0	2.0	—	—	—
Ford Fusion	192	73	58	112	3,505	850	16.0	1,000	57.5	42.0	5.0	54.5	29.0	3.0	—	—	—
Ford Mustang	188	75	54	107	3,845	670	14.0	1,000	56.0	42.5	4.0	50.0	23.0	0.0	—	—	—
Ford Taurus	203	76	61	113	4,090	950	20.0	1,000	57.5	41.5	3.5	56.0	28.5	3.5	—	—	—
Ford Transit Connect	190	72	72	121	3,580	1,270	61.0	2,000	57.5	41.0	13.5	58.0	31.0	10.0	56.5	29.5	6.5
GMC Acadia	194	75	66	113	4,395	1,585	40.5	4,000	58.0	43.0	5.0	56.0	31.0	4.0	54.0	24.0	3.5
GMC Canyon	212	74	79	128	4,500	1,555	—	7,000	57.5	43.0	5.5	55.5	28.0	3.0	—	—	—
GMC Sierra 1500	230	80	74	144	5,415	1,705	—	11,200	65.0	44.0	8.5	64.0	32.0	5.5	—	—	—
GMC Terrain	182	72	65	107	3,645	NA	NA	3,500	57.0	NA	NA	55.5	NA	NA	—	—	—
GMC Yukon	204	81	74	116	5,635	1,580	47.5	8,200	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
GMC Yukon XL	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Genesis G80	197	74	58	119	4,530	905	15.0	NR	57.5	42.0	3.5	56.0	29.5	2.5	—	—	—

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu.ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Genesis G90	205	75	59	124	4,820	880	16.0	NR	59.0	44.0	4.5	56.5	33.0	3.0	—	—	—
Honda Accord	192	73	57	111	3,245	850	17.0	1,000	58.5	NA	NA	55.5	NA	NA	—	—	—
Honda CR-V	181	73	67	105	3,450	850	36.0	1,500	59.0	41.5	4.0	54.5	31.0	4.5	—	—	—
Honda Civic	182	71	56	106	2,745	850	13.0	NR	56.5	42.0	5.0	54.0	30.0	2.0	—	—	—
Honda Clarity	193	74	58	108	4,135	850	13.0	NR	59.5	NA	NA	57.0	NA	NA	—	—	—
Honda Fit	161	67	60	99	2,625	850	17.0	NR	54.0	40.0	3.5	49.5	29.0	2.0	—	—	—
Honda HR-V	169	70	63	103	3,045	850	32.0	NR	56.0	41.0	5.0	51.5	30.0	3.5	—	—	—
Honda Odyssey	203	79	68	118	4,490	1,340	71.5	3,500	61.5	41.0	5.0	60.5	31.0	5.0	59.0	29.5	4.0
Honda Pilot	195	79	70	111	4,280	1,340	48.0	5,000	61.0	41.0	6.0	60.5	28.0	5.5	56.0	27.5	4.5
Honda Ridgeline	210	79	71	125	4,415	1,325	—	5,000	61.0	40.5	6.0	60.5	26.0	4.5	—	—	—
Hyundai Accent	173	68	57	102	2,570	NA	14.0	NR	53.0	NA	NA	51.0	NA	NA	—	—	—
Hyundai Elantra	180	71	57	106	2,865	850	14.0	NR	55.0	43.0	5.0	53.5	27.5	2.5	—	—	—
Hyundai Ioniq	176	72	57	106	3,070	850	19.4	NR	55.0	42.0	5.0	51.5	27.0	2.5	—	—	—
Hyundai Kona	164	71	61	102	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	—	—	—
Hyundai Santa Fe	193	74	67	110	4,210	1,295	40.5	5,000	59.0	41.5	6.0	56.5	30.0	5.0	53.0	31.0	1.0
Hyundai Santa Fe Sport	185	74	66	106	3,760	930	35.5	2,000	58.5	41.0	6.0	56.0	28.0	4.5	—	—	—
Hyundai Sonata	191	73	58	110	3,315	905	16.0	NR	57.5	42.5	5.0	55.5	30.5	3.0	—	—	—
Hyundai Tucson	176	73	65	105	3,475	970	29.5	2,000	56.0	41.5	5.5	54.0	28.0	5.0	—	—	—
Infiniti Q50	188	72	57	112	3,875	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	—	—	—
Infiniti Q60	184	73	55	112	3,940	NA	9.0	NR	54.4	NA	NA	52.0	NA	NA	—	—	—
Infiniti Q70	195	73	59	114	3,895	860	15.0	NR	57.0	41.5	4.0	54.0	29.5	3.0	—	—	—
Infiniti QX30	174	72	60	106	3,540	880	21.5	NR	54.5	44.0	3.0	52.5	25.5	2.0	—	—	—
Infiniti QX50	187	71	63	113	4,015	860	NA	NR	55.0	NA	NA	55.0	NA	NA	—	—	—
Infiniti QX60	196	77	68	114	4,530	1,150	39.0	5,000	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti QX80	208	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar E-Pace	173	82	65	106	4,175	NA	NA	NA	NA	NA	NA	NA	NA	NA	—	—	—
Jaguar F-Pace	186	87	66	113	4,350	960	28.5	5,290	57.0	41.0	4.0	55.0	27.5	3.0	—	—	—
Jaguar F-Type	176	74	52	103	3,520	420	7.0	NR	56.5	NA	NA	—	—	—	—	—	—
Jaguar XE	184	77	56	112	3,770	825	16.0	NR	56.0	41.0	2.0	53.0	27.0	2.5	—	—	—
Jaguar XF	195	78	58	117	4,175	960	19.0	NR	56.5	43.0	3.5	54.0	30.5	3.5	—	—	—
Jaguar XJ	207	75	57	124	4,200	880	15.0	NR	57.0	42.0	2.5	56.0	34.0	2.5	—	—	—
Jeep Cherokee	182	73	66	106	4,120	1,000	31.0	4,500	57.0	42.5	5.5	54.0	29.0	4.0	—	—	—
Jeep Compass	173	74	65	104	3,525	860	27.5	2,000	55.5	41.5	3.5	52.5	28.0	1.5	—	—	—
Jeep Grand Cherokee	190	77	68	115	4,900	1,050	36.5	6,200	58.0	41.5	4.0	57.0	27.0	4.5	—	—	—
Jeep Renegade	167	71	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	—	—	—
Jeep Wrangler JK	173	74	71	116	4,570	850	34.5	3,500	56.0	41.0	6.5	58.0	28.0	6.0	—	—	—
Kia Cadenza	196	74	58	112	3,725	905	16.0	NR	57.0	42.0	3.0	54.5	31.0	3.0	—	—	—
Kia Forte	180	70	57	106	2,815	850	15.0	NR	55.0	41.5	4.5	52.5	28.5	2.0	—	—	—
Kia K900	201	75	59	120	4,555	905	16.0	NR	59.0	NA	NA	57.0	NA	NA	—	—	—
Kia Niro	172	71	60	106	3,155	850	26.5	NR	55.0	42.5	5.0	53.0	28.5	4.5	—	—	—
Kia Optima	191	73	58	110	3,300	905	16.0	NR	56.5	42.0	4.0	54.5	29.5	3.5	—	—	—
Kia Rio	173	68	57	102	2,715	NA	14.0	NR	54.0	NA	NA	53.5	NA	NA	—	—	—
Kia Sedona	201	78	69	121	4,595	1,325	46.0	3,500	63.0	42.5	6.5	62.5	32.0	5.0	59.0	27.5	2.0
Kia Sorento	187	74	66	109	4,175	1,120	37.5	5,000	58.5	42.0	5.5	56.5	27.5	5.0	52.0	26.0	0.0
Kia Soul	163	71	63	101	3,055	825	24.5	NR	55.0	42.0	4.5	53.0	28.5	2.5	—	—	—
Kia Sportage	176	73	64	105	3,485	970	29.5	2,000	56.0	41.5	5.5	53.0	28.0	4.5	—	—	—
Kia Stinger	190	74	55	114	NA	NA	NA	NR	56.5	NA	NA	55.0	NA	NA	—	—	—
Land Rover Discovery	196	82	74	115	5,405	1,200	42.5	8,200	60.5	43.0	4.5	59.5	28.0	4.5	47.5	27.0	3.5
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	—	—	—
Land Rover Range Rover	197	78	72	115	5,300	960	34.5	7,715	60.5	42.5	5.5	59.0	29.0	4.0	—	—	—
Land Rover Range Rover Evoque	172	77	64	105	3,940	1,025	25.5	3,500	56.5	42.0	5.0	55.5	25.5	4.5	—	—	—
Land Rover Range Rover Sport	191	78	70	115	5,255	1,345	31.5	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
Land Rover Range Rover Velar	189	80	66	113	4,215	825	NA	5,500	57.0	NA	NA	55.5	NA	NA	—	—	—

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu.ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Lexus ES	193	72	57	111	3,575	905	15.0	NR	57.5	42.5	3.0	54.0	30.5	2.5	—	—	—
Lexus GS	192	72	57	112	3,845	825	16.0	NR	56.5	43.0	3.0	55.0	28.0	2.5	—	—	—
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	184	71	56	110	3,850	825	14.0	NR	55.0	42.5	3.0	51.5	28.5	2.5	—	—	—
Lexus LC	187	76	53	113	4,280	720	5.0	NR	56.5	NA	NA	49.0	NA	NA	—	—	—
Lexus LS	206	75	58	123	4,905	NA	17.0	NR	59.0	NA	NA	56.5	NA	NA	—	—	—
Lexus LX	199	78	73	112	6,000	1,385	NA	7,000	61.5	NA	NA	61.5	NA	NA	62.5	NA	NA
Lexus NX	182	74	65	105	4,000	895	28.5	2,000	56.5	42.0	3.0	57.0	30.0	3.5	—	—	—
Lexus RC	185	72	55	108	3,750	700	10.0	NR	54.5	NA	NA	51.0	NA	NA	—	—	—
Lexus RX	193	75	68	110	4,435	920	30.0	3,500	57.5	42.0	3.0	56.0	30.5	5.0	—	—	—
Lincoln Continental	201	78	59	118	4,540	900	17.0	1,000	58.0	41.5	5.0	55.0	32.5	3.0	—	—	—
Lincoln MKC	179	73	65	106	4,070	825	30.5	2,000	55.5	41.0	4.0	54.0	25.5	2.0	—	—	—
Lincoln MKT	208	76	67	118	4,980	1,160	36.0	4,500	58.5	41.0	4.0	57.5	30.5	3.0	47.0	27.0	0.0
Lincoln MKX	190	76	66	112	4,560	1,030	32.5	3,500	58.0	40.5	4.0	57.0	28.0	2.0	—	—	—
Lincoln MKZ	194	73	58	112	3,755	875	15.0	1,000	57.0	41.5	3.0	54.5	28.0	2.0	—	—	—
Lincoln Navigator	210	84	76	123	6,140	NA	NA	8,700	65.0	NA	NA	65.0	NA	NA	64.0	NA	NA
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	—	—	—
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	—	—	—
Mazda 3	180	71	57	106	2,875	850	12.0	NR	57.0	41.5	4.0	52.0	28.0	4.0	—	—	—
Mazda 6	192	72	57	111	3,185	850	15.0	NR	57.0	41.0	4.0	53.5	29.0	3.0	—	—	—
Mazda CX-3	168	70	61	101	2,945	850	18.0	NR	52.5	41.5	4.0	48.0	25.5	3.0	—	—	—
Mazda CX-5	179	73	66	106	3,590	850	30.5	2,000	56.5	42.0	4.0	54.0	27.5	4.5	—	—	—
Mazda CX-9	200	76	68	113	4,585	1,190	34.0	3,500	57.0	42.5	5.0	56.5	31.0	4.5	53.0	28.0	0.5
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	—	—	—	—	—	—
Mercedes-Benz C-Class	185	71	57	112	3,670	795	17.0	NR	55.0	44.0	3.0	53.0	26.5	1.5	—	—	—
Mercedes-Benz CLA	182	70	57	106	3,335	860	13.0	NR	55.0	44.5	2.5	52.0	27.5	0.0	—	—	—
Mercedes-Benz CLS	195	74	56	113	4,160	915	15.0	NR	57.0	NA	NA	56.5	NA	NA	—	—	—
Mercedes-Benz E-Class	194	73	57	116	4,030	1,070	16.0	NR	57.5	43.5	4.0	56.0	27.5	2.5	—	—	—
Mercedes-Benz GLA	174	71	60	106	3,535	795	23.0	NR	54.5	44.0	2.0	51.5	26.5	2.0	—	—	—
Mercedes-Benz GLC	183	74	65	113	4,010	950	28.0	4,850	57.0	44.0	4.5	55.0	27.5	4.0	—	—	—
Mercedes-Benz GLE	189	76	71	115	4,915	1,080	37.5	7,200	58.0	41.5	4.5	57.5	27.0	4.5	—	—	—
Mercedes-Benz GLS	202	76	73	121	5,660	1,180	47.0	7,500	58.0	42.5	4.5	57.5	28.0	6.0	50.0	25.5	4.5
Mercedes-Benz S-Class	207	75	59	125	4,935	915	16.0	NR	59.0	45.0	3.5	57.0	33.0	3.0	—	—	—
Mercedes-Benz SL	182	74	51	102	3,960	NA	14.0	NR	55.5	NA	NA	—	—	—	—	—	—
Mercedes-Benz SLC	163	72	51	96	3,295	560	10.0	NR	52.0	NA	NA	—	—	—	—	—	—
Mini Cooper	151	68	56	98	2,775	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	—	—	—
Mini Cooper Clubman	168	71	57	105	3,175	980	23.0	NR	54.5	43.5	3.5	52.0	27.5	2.5	—	—	—
Mini Cooper Countryman	170	72	61	105	3,690	925	23.6	NR	55.0	42.5	3.5	53.0	29.0	2.0	—	—	—
Mitsubishi Eclipse Cross	173	71	66	105	NA	NA	NA	NR	NA	NA	NA	NA	NA	NA	—	—	—
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	—	—	—
Mitsubishi Outlander	185	71	66	105	3,610	1,155	32.5	1,500	56.0	40.5	5.5	55.0	29.5	3.5	51.0	24.0	0.0
Mitsubishi Outlander Sport	169	70	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	—	—	—
Nissan Altima	192	72	58	109	3,245	900	15.0	NR	56.0	42.0	5.0	54.5	29.0	2.0	—	—	—
Nissan Armada	209	80	76	121	5,910	1,545	47.0	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	206	73	70	126	4,655	1,160	—	6,100	58.0	40.0	3.0	58.0	27.0	3.5	—	—	—
Nissan Juke	162	70	62	100	3,170	860	11.0	NR	53.5	41.0	3.0	49.0	25.0	1.5	—	—	—
Nissan Leaf	175	70	61	106	3,360	NA	NA	NR	54.0	NA	NA	51.5	NA	NA	—	—	—
Nissan Maxima	193	73	57	109	3,535	900	14.0	NR	56.0	41.5	2.5	53.0	28.0	2.0	—	—	—
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	—	—	—
Nissan Pathfinder	199	77	70	114	4,505	1,150	39.5	6,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0
Nissan Rogue	185	72	66	107	3,590	900	31.5	1,100	56.0	40.5	5.0	54.5	29.0	2.5	—	—	—
Nissan Rogue Sport	172	72	63	104	3,415	900	NA	NR	56.5	NA	NA	55.5	NA	NA	—	—	—
Nissan Sentra	182	69	59	106	2,865	860	15.0	NR	54.5	41.0	4.5	53.0	30.5	2.0	—	—	—
Nissan Titan	228	80	77	140	5,770	1,435	—	9,390	63.0	42.0	6.0	63.0	31.0	5.5	—	—	—

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. load (lb.)	Cargo volume (cu.ft.)	Towing capacity (lb.)	Front shoulder room (in.)	Front legroom (in.)	Front headroom (in.)	Rear shoulder room (in.)	Rear legroom (in.)	Rear headroom (in.)	Third-row shoulder room (in.)	Third-row legroom (in.)	Third-row headroom (in.)
Nissan Versa	175	67	60	102	2,430	850	15.0	NR	50.5	41.0	5.0	50.5	32.0	2.0	—	—	—
Nissan Versa Note	164	67	61	102	2,470	850	23.0	NR	51.0	41.0	6.0	48.5	31.0	4.0	—	—	—
Nissan Z	167	73	52	100	3,385	450	7.0	NR	54.0	39.0	3.0	—	—	—	—	—	—
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	—	—	—	—	—	—
Porsche 718 Cayman	172	71	50	97	2,945	NA	10.0	NR	50.5	NA	NA	—	—	—	—	—	—
Porsche 911	177	71	51	96	3,235	660	5.0	NR	50.0	43.0	4.5	47.0	19.0	0.0	—	—	—
Porsche Cayenne	191	79	67	114	4,795	1,280	33.0	7,715	58.5	41.5	4.5	55.0	28.0	2.5	—	—	—
Porsche Macan	184	76	64	111	4,415	1,150	29.0	5,220	56.5	42.0	4.5	54.5	25.5	2.0	—	—	—
Porsche Panamera	199	76	56	116	4,125	1,375	17.0	NR	56.5	NA	NA	53.0	NA	NA	—	—	—
Ram 1500	229	79	79	141	5,495	1,270	—	10,050	65.5	41.5	7.0	65.5	31.0	2.5	—	—	—
Smart ForTwo	106	66	61	74	2,365	465	8.0	NR	51.0	41.5	5.0	—	—	—	—	—	—
Subaru BRZ	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	—	—	—
Subaru Crosstrek	176	71	64	105	3,190	900	NA	1,500	55.0	NA	NA	53.0	NA	NA	—	—	—
Subaru Forester	181	71	66	104	3,370	900	35.5	1,500	56.0	41.5	3.5	55.0	30.0	3.5	—	—	—
Subaru Impreza	182	70	57	105	3,085	850	12.0	NR	56.0	42.5	5.0	53.5	29.0	2.5	—	—	—
Subaru Legacy	189	72	59	108	3,470	850	15.0	NR	58.0	43.0	5.5	57.0	30.0	3.0	—	—	—
Subaru Outback	190	72	66	108	3,640	900	34.0	2,700	58.0	42.5	6.5	57.0	29.5	4.5	—	—	—
Subaru WRX	180	69	58	103	3,320	850	11.0	NR	55.5	42.0	3.5	53.5	29.0	3.0	—	—	—
Tesla Model 3	185	73	57	113	3,840	NA	14.0	NR	NA	NA	NA	NA	NA	NA	—	—	—
Tesla Model S	196	77	57	117	4,960	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	—	—	—
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	5,000	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota 86	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	—	—	—
Toyota Avalon	195	72	58	111	3,590	930	16.0	NR	57.5	41.5	3.0	56.5	31.0	3.0	—	—	—
Toyota C-HR	171	71	62	104	3,290	835	19.5	NR	54.0	41.5	4.5	53.0	27.5	3.0	—	—	—
Toyota Camry	192	72	57	111	3,340	925	15.0	NR	56.5	43.0	4.5	54.5	31.0	3.5	—	—	—
Toyota Corolla	183	70	57	106	2,900	865	13.0	NR	54.0	41.5	3.0	53.0	29.0	1.5	—	—	—
Toyota Corolla iM	171	69	58	102	2,990	915	21.0	NR	54.0	41.0	4.5	53.5	27.5	2.0	—	—	—
Toyota Highlander	191	76	70	110	4,570	1,340	40.5	5,000	58.5	42.0	4.0	57.5	31.5	5.5	53.0	21.0	1.5
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43.0	8,200	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Mirai	193	72	61	110	4,100	690	13.0	NR	53.5	41.0	4.0	52.0	27.0	2.0	—	—	—
Toyota Prius	179	69	58	106	3,080	825	22.0	NR	54.0	42.0	5.5	51.5	29.0	2.0	—	—	—
Toyota Prius C	159	67	59	100	2,545	845	17.0	NR	52.0	41.0	4.0	48.5	27.0	2.5	—	—	—
Toyota Prius Prime	183	69	58	106	3,410	670	20.0	NR	54.0	42.0	5.5	51.5	28.0	2.0	—	—	—
Toyota Prius V	182	70	62	109	3,280	915	32.0	NR	56.0	42.0	5.5	54.0	30.0	3.5	—	—	—
Toyota RAV4	180	73	65	105	3,620	900	37.0	1,500	56.5	42.0	4.5	54.0	30.0	4.0	—	—	—
Toyota Sequoia	205	80	75	122	6,025	1,230	61.0	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	200	78	71	119	4,550	1,290	70.5	3,500	64.0	42.0	5.5	63.5	35.5	4.0	60.0	25.0	3.0
Toyota Tacoma	212	74	71	127	4,450	1,000	—	6,400	57.5	41.0	3.5	57.5	26.5	3.0	—	—	—
Toyota Tundra	229	80	76	146	5,740	1,395	—	10,000	64.5	42.5	5.5	63.0	28.5	3.5	—	—	—
Toyota Yaris	154	67	59	99	2,385	845	16.0	NR	51.5	41.5	4.5	49.5	26.0	2.0	—	—	—
Toyota Yaris iA	172	67	59	101	2,420	850	13.0	NR	53.0	41.5	4.0	47.0	25.0	1.5	—	—	—
Volkswagen Atlas	198	78	70	117	4,670	1,215	50.5	5,000	61.0	43.0	6.5	59.5	32.5	5.0	53.0	28.0	1.5
Volkswagen Beetle	168	71	59	100	3,040	835	11.0	NR	54.0	43.0	6.5	47.0	24.0	1.5	—	—	—
Volkswagen GTI	166	70	58	102	3,155	1,045	24.0	NR	55.5	42.5	4.0	52.5	27.0	3.5	—	—	—
Volkswagen Golf	168	71	57	104	3,090	1,005	24.0	NR	55.5	44.0	4.0	52.5	28.0	3.5	—	—	—
Volkswagen Golf Alltrack	180	71	60	104	3,465	1,010	30.5	NR	55.5	44.0	3.0	52.5	28.0	2.5	—	—	—
Volkswagen Jetta	182	70	57	104	3,040	1,025	16.0	NR	54.5	43.0	4.0	53.0	30.5	3.0	—	—	—
Volkswagen Passat	192	72	59	110	3,320	1,115	16.0	1,000	56.5	43.5	4.0	56.0	33.5	2.5	—	—	—
Volkswagen Tiguan	185	72	66	110	3,860	1,215	33.0	1,500	56.0	42.5	6.0	55.0	32.0	4.0	48.0	NA	NA
Volvo S60	182	73	58	109	3,610	1,025	12.0	3,500	56.5	41.0	3.5	53.5	28.0	2.5	—	—	—
Volvo S90	200	74	57	121	4,085	950	14.0	3,500	56.0	42.0	4.0	54.5	29.0	4.0	—	—	—
Volvo V60	183	73	61	109	3,925	990	26.0	3,300	56.5	41.5	3.5	53.0	26.5	3.0	—	—	—
Volvo XC60	185	79	65	113	4,150	950	34.0	3,500	58.0	43.0	5.0	56.0	28.5	4.0	—	—	—
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0



Top Tires

It doesn't pay to skimp when buying replacement treads

SHOPPING FOR NEW TIRES can be a daunting task. You can look at and feel them, but there's no way to tell which provides the best grip, the longest life, or the shortest stopping distance simply by how they look. That's why Consumer Reports tests 50 or more tire models each year, with each going through as many as 14 rigorous tests.

Spend More, Get More

We've found that you generally get what you pay for. No matter the type, tires that combine the best grip with the longest tread life may cost a little more, but will likely be worth it in the long run.

For example, a \$130 tire that will last twice as long as an \$87 tire is a better bet, assuming other factors are equal. Still, the cheaper tire may be just fine if you won't be keeping your car

for long. Many tires have a pro-rated treadwear warranty—but consult our tread life Rating or mileage for a direct comparison on how long a tire will last.

We have found some tires with lower rolling resistance allowed our test cars to get one to two more mpg than tires with the highest rolling resistance. But don't be quick to judge: the mileage you get with brand-new, low-resistance tires may initially be worse than the old tires you are replacing. This is because tires with tens of thousands of miles of wear have less tread and behave more like low-rolling resistance tires.

We recommend sticking to the same type and size tire that originally came on your car. First, check the Ratings for ones that provide good braking and handling capabilities, as well as good hydroplaning resistance, which can help you avoid an accident. After that, look for models rated highly

in areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

Every Season: Covered

While regular all-season tires typically come in T-speed ratings (up to 118 mph), many new cars come with performance all-season tires in H- and V-speed ratings (with ceilings of 130 mph and 149 mph, respectively). These deliver better grip, at the cost of some tread life. Most don't carry a price penalty for that better performance, and there are some bargains available. A few also offer good snow and ice traction.

How Long Will They Last?

Our latest testing of all-season, performance all-season, and ultra-high performance (UHP) all-season car tires, as well as crossover SUV tires, includes the projected wear-out mileage in place of the five point tread-life Rating scale we used in the past.

To determine longevity, we test tread life at a contracted lab in Texas. Depending on the category, each tire is driven between 16,000 and 20,000 miles or more on public roads. We've been conducting this test for several years.

We found that close to half of the 49 all-season and performance all-season tires that we tested could be expected to last 65,000 miles or more, and about a half dozen could top 85,000 miles.

Our tread life estimates let you compare the expected miles-to-wear-out for the specific tires we tested, but your actual experience will vary by how, where, and what vehicle you drive, among many other factors.

Michelin was a standout in our latest tests of all-season and performance all-season tires. The three Michelin models we rated all met or exceeded their mileage warranty, and they also did very well overall in our performance tests. But the longest-wearing tire came from Pirelli. We estimate that its P4 Four Seasons Plus could

last a whopping 100,000 miles.

UHP all-season tires deliver high levels of dry and wet grip and handling, but give up some for some light-duty winter traction. They are a good choice for sporty sedans and coupes, and can be expected to last an average of 49,000 miles. In comparison, the all-season tires that we evaluated averaged about 69,000 miles.

What's Wrong with Warranties

If your new tires wear out prematurely, the manufacturer's pro-rated tire treadwear warranty typically provides only a partial credit, representing the miles you didn't get, good toward the purchase of an identical or comparable tire from the same maker.

The credit is applied to the dealer's retail price, but that price may be fictional due to frequent discounting.

On top of that, restrictions abound. Your tires may have to show even wear across the tread or the deal's

off. You may also have to document in writing that you had the tires rotated at the prescribed intervals, usually every 5,000 miles, since they were new.

New Tires Just for SUVs

Choosing tires has become more confusing over time for many consumers. Tires traditionally have been distinguished as either for cars or trucks, making it a tough choice for millions of car-based SUV owners.

The introduction of SUV-specific tires promises to help. With SUVs now more popular than cars, it seems appropriate for them to have their own tires.

We just completed testing a group of these new tires and added them to our comprehensive ratings.

It's true that all-season car and truck tires often fit crossovers. But these new tires are designed specifically for the performance, weight, light-duty towing, and mild off-roading capability of crossovers.

Here are the top performers from our recent tests:

The Goodyear Assurance CS Fuel Max has well-balanced all-weather performance and impressively low rolling resistance for good fuel efficiency. But projected tread life is just 40,000 miles based our test.

While Kumho's Crugen Premium doesn't excel in any one category, it offers well-rounded performance and long tread life at an economical price.

The Bridgestone Dueler H/L 422 Ecopia has outstanding low-rolling resistance for fuel efficiency without sacrificing all-season performance, plus predicted tread life is 65,000 miles.

Finally, the Sumitomo HTR Enhance C/X is distinguished by strong hydroplaning resistance and solid tread life of 60,000 miles. When you consider its low purchase price, this tire offers impressive value.

For more information, including where to shop, go to [CR.org/tires](https://www.cars.com/cr.org/tires).

		Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other		
	Rec.			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles	
ALL-SEASON TIRES														
 Recommended models are suited for most weather conditions and have long tread life. Michelin Defender	✓	Michelin Defender	70	⬆	⬇	⬆	⬆	⬆	⬇	⬇	⬆	⬆	90,000	
	✓	Continental TrueContact	68	⬆	⬇	⬆	⬆	⬆	⬇	⬆	⬆	⬆	⬆	60,000
	✓	General Altimax RT43	66	⬆	⬇	⬇	⬆	⬆	⬇	⬆	⬆	⬆	⬆	65,000
	✓	Pirelli P4 Four Seasons Plus	66	⬆	⬇	⬇	⬆	⬆	⬇	⬆	⬆	⬆	⬆	100,000
		Nexen Aria AH7	64	⬆	⬇	⬇	⬇	⬆	⬇	⬇	⬆	⬆	⬆	75,000
		Goodyear Assurance TripleTred All-Season	62	⬆	⬇	⬆	⬆	⬇	⬇	⬇	⬇	⬆	⬇	80,000
		Kumho Solus TA11	62	⬆	⬇	⬇	⬆	⬆	⬇	⬇	⬇	⬆	⬆	55,000
		Cooper CS5 Grand Touring	62	⬆	⬇	⬇	⬆	⬆	⬇	⬇	⬆	⬆	⬆	70,000
		Yokohama Avid Ascend	60	⬆	⬇	⬇	⬆	⬇	⬇	⬇	⬆	⬆	⬆	90,000
		BFGoodrich Advantage T/A	58	⬆	⬇	⬇	⬆	⬇	⬇	⬇	⬆	⬇	⬇	75,000
		Uniroyal Tiger Paw Touring	56	⬆	⬇	⬇	⬆	⬇	⬇	⬇	⬆	⬇	⬇	65,000
		Sumitomo HTR Enhance L/X	56	⬆	⬇	⬇	⬆	⬇	⬇	⬇	⬆	⬆	⬇	70,000
		Toyo Extensa A/S	54	⬆	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬆	⬇	60,000
		Firestone Precision Touring	54	⬆	⬇	⬇	⬇	⬇	⬇	⬇	⬆	⬇	⬆	55,000
		Firestone FR710	52	⬆	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬇	⬆	55,000
		GT Radial Champiro VP1	50	⬆	⬇	⬇	⬆	⬇	⬇	⬇	⬆	⬆	⬆	45,000

Rec.	Brand & Model	Overall Score	Three Season Driving				Winter Driving		Comfort		Other	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles

PERFORMANCE ALL-SEASON H-SPEED

Recommended models offer a good balance of tread life and grip for most weather conditions.

Pirelli Cinturato P7 All Season Plus



✓	Continental PureContact	70	↑	↑	↑	↑	↑	↓	↑	↑	↑	55,000
✓	Pirelli Cinturato P7 All Season Plus	70	↑	↓	↓	↑	↑	↓	↑	↑	↑	70,000
✓	Michelin Premier A/S	70	↑	↑	↓	↑	↑	↓	↑	↑	↑	85,000
	Goodyear Assurance Fuel Max	68	↑	↑	↑	↑	↓	↓	↑	↑	↑	60,000
	General Altimax RT43	68	↑	↓	↑	↑	↓	↓	↑	↑	↑	65,000
	Nokian Entyre 2.0	68	↑	↑	↑	↑	↓	↓	↑	↑	↑	35,000
	Nexen N5000 Plus	66	↑	↓	↑	↑	↑	↓	↑	↑	↑	75,000
	Cooper CS5 Ultra Touring	64	↑	↓	↑	↑	↓	↓	↑	↑	↓	60,000
	Dunlop SP Sport 7000 A/S	64	↑	↓	↓	↑	↓	↓	↑	↑	↓	65,000
	Kumho Solus TA31	64	↑	↓	↑	↑	↓	↓	↓	↓	↑	55,000
	Toyo Versado Noir	60	↑	↓	↓	↓	↑	↓	↑	↓	↑	65,000
	Uniroyal Tiger Paw Touring	60	↑	↓	↓	↑	↓	↓	↑	↓	↑	60,000
	BFGoodrich Advantage T/A	58	↑	↓	↓	↑	↓	↓	↑	↓	↓	65,000
	Sumitomo HTR Enhance L/X	58	↑	↓	↓	↑	↓	↓	↑	↑	↓	55,000
	Falken Ziex ZE950 A/S	56	↑	↓	↓	↓	↑	↓	↓	↓	↓	55,000
	GT Radial Champiro VP1	52	↑	↓	↓	↑	↓	↓	↓	↓	↑	50,000

Rec.	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles

PERFORMANCE ALL-SEASON V-SPEED

Recommended models offer a good balance of tread life and grip for most weather conditions.

Michelin Premier A/S



✓	Continental PureContact	70	↑	↑	↑	↑	↑	↓	↑	↑	↑	55,000
✓	Michelin Premier A/S	70	↑	↑	↑	↑	↑	↓	↑	↑	↓	80,000
✓	Pirelli Cinturato P7 All Season Plus	70	↑	↓	↓	↑	↑	↓	↑	↑	↑	65,000
	General Altimax RT43	68	↑	↓	↑	↑	↓	↓	↑	↑	↑	55,000
	Goodyear Eagle Sport All-Season	64	↑	↓	↑	↑	↓	↓	↓	↓	↑	70,000
	Goodyear Assurance ComforTred Touring	62	↑	↓	↓	↑	↑	↓	↑	↑	↑	75,000
	Yokohama Avid Ascend	62	↑	↓	↓	↑	↓	↓	↑	↑	↓	85,000
	Cooper CS5 Ultra Touring	60	↑	↓	↑	↑	↓	↓	↑	↑	↓	50,000
	Kumho Solus TA71	60	↑	↓	↑	↑	↓	↓	↑	↑	↓	40,000
	Bridgestone DriveGuard	60	↑	↑	↓	↑	↓	↓	↓	↑	↓	50,000
	Bridgestone Turanza Serenity Plus	60	↑	↓	↓	↑	↓	↓	↑	↑	↓	60,000
	Goodyear Assurance TripleTred All-Season	58	↑	↓	↓	↑	↓	↓	↓	↓	↓	85,000
	BFGoodrich Advantage T/A	56	↑	↓	↓	↑	↓	↓	↑	↓	↓	60,000
	Falken Ziex ZE950 A/S	56	↑	↓	↓	↓	↑	↓	↓	↓	↓	55,000
	Uniroyal Tiger Paw Touring	56	↑	↓	↓	↑	↓	↓	↑	↓	↑	60,000
	Sumitomo HTR Enhance L/X	52	↑	↓	↓	↑	↓	↓	↑	↑	↓	55,000

	Brand & Model	Overall Score	Three Season Driving					Winter Driving		Comfort		Other	
Rec.			Dry Braking	Dry Handling	Wet Braking	Wet Handling	Hydroplaning	Snow	Ice	Ride	Noise	Rolling Resistance	Tread Life

UHP ALL-SEASON

Recommended models are high-scoring tires that have a good blend of grip for most weather conditions.

Michelin Pilot Sport A/S 3+



✓	Michelin Pilot Sport A/S 3+	78	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	55,000
✓	Pirelli P Zero All Season Plus	76	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	50,000
✓	Continental ExtremeContact DWS06	76	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	45,000
✓	BFGoodrich g-Force COMP-2 A/S	74	↑	↑	↑	↑	↑	↑	↓	↓	↓	↓	60,000
	Goodyear Eagle Sport All-Season	72	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	70,000
	Yokohama ADVAN Sport A/S	72	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	60,000
	Goodyear Eagle F1 Asymmetric All-Season	72	↑	↑	↑	↑	↑	↓	↓	↓	↓	↓	50,000
	Hankook Ventus S1 noble 2	72	↑	↑	↓	↑	↑	↓	↓	↓	↑	↑	45,000
	Dunlop Signature HP	72	↑	↑	↑	↑	↑	↓	↓	↓	↓	↓	40,000
	General G-Max AS-03	70	↑	↑	↓	↑	↑	↓	↓	↓	↓	↓	50,000
	Falken Azenis FK450 A/S	68	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	40,000
	Kumho ECSTA 4X II	68	↑	↑	↑	↑	↑	↓	↓	↓	↓	↓	40,000
	Cooper Zeon RS-3G1	68	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	35,000
	Bridgestone Potenza RE970 AS Pole Position	68	↑	↑	↑	↑	↑	↓	↓	↓	↑	↓	45,000
	Laufenn S Fit AS	68	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	60,000
	Nitto Motivo	66	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	50,000
	Fuzion UHP Sport A/S	64	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	55,000
	Toyo Proxes 4 Plus	62	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	50,000
	Sumitomo HTR A/S PO2	60	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	30,000
	Sumitomo HTR Enhance L/X	60	↑	↑	↓	↓	↑	↓	↓	↓	↑	↓	55,000

	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other	
Rec.			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance	Tread Life, Miles

CROSSOVER/SUV ALL-SEASON TIRES

Recommended models are high-scoring tires that are suited for most weather conditions.

Goodyear Assurance CS Fuel Max



✓	Goodyear Assurance CS Fuel Max	70	↑	↓	↑	↑	↑	↓	↑	↑	↑	40,000
✓	Kumho Crugen Premium	68	↑	↓	↓	↑	↑	↓	↓	↑	↑	60,000
✓	Bridgestone Dueler H/L 422 Ecopia	68	↑	↓	↓	↓	↑	↓	↑	↑	↑	65,000
✓	Sumitomo HTR Enhance C/X	68	↑	↓	↑	↑	↓	↓	↑	↑	↓	60,000
	Hankook Dynapro HP2	66	↑	↓	↓	↑	↑	↓	↓	↑	↑	75,000
	Nitto NT 421Q	66	↓	↓	↓	↑	↑	↓	↑	↑	↓	65,000
	Toyo Open Country Q/T	66	↓	↓	↓	↑	↑	↓	↓	↑	↓	65,000
	Yokohama Geolander G055	64	↓	↓	↓	↑	↑	↓	↓	↑	↑	75,000
	Toyo Celsius CUV	64	↓	↓	↓	↑	↑	↓	↑	↓	↓	75,000

	Brand & Model	Overall Score	Three-Season Driving				Winter Driving		Comfort		Other
Rec.			Dry Braking	Wet Braking	Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance

WINTER TIRES

Recommended models are best for severe winter conditions for most drivers. The Nokian WR and Toyo Celsius offer good grip on both clear and snow-covered roads.

Michelin X-Ice XI3



✓	Michelin X-Ice XI3	70	↓	↓	↓	↓	↑	↑	↑	↑	↑
✓	Nokian Hakkapeliitta R2	70	↓	↓	↓	↓	↑	↑	↑	↑	↑
✓	Bridgestone Blizzak WS80	66	↓	↓	↓	↓	↑	↑	↑	↓	↓
	Cooper Weather-Master WSC	64	↓	↓	↓	↓	↑	↑	↑	↑	↓
	Toyo Observe G3-ICE	64	↓	↓	↓	↓	↑	↑	↑	↓	↓
✓	Continental WinterContact SI	64	↓	↓	↓	↓	↑	↑	↑	↓	↓
	General Altimax Arctic	64	↓	↓	↓	↓	↑	↑	↑	↑	↓
	Dunlop Winter Maxx	64	↓	↓	↓	↓	↑	↑	↑	↓	↓
✓	Nokian WR G3	64	↓	↓	↓	↓	↑	↑	↑	↑	↓
✓	Toyo Celsius	64	↓	↓	↓	↓	↑	↑	↓	↑	↓
	Vredestein WinTrac Xtreme S	62	↓	↓	↓	↓	↑	↑	↑	↑	↓
	Hankook Winter i*Pike RS	62	↓	↓	↓	↓	↑	↑	↑	↑	↓
	Falken HS449 Eurowinter	62	↓	↓	↓	↓	↑	↑	↑	↓	↓
	Nexen WinGuard Winspike	62	↓	↓	↓	↓	↑	↑	↑	↓	↓
	Pirelli Winter Carving Edge	60	↓	↓	↓	↓	↑	↑	↑	↓	↓
	Uniroyal Tiger Paw Ice & Snow II	60	↓	↓	↓	↓	↑	↑	↑	↓	↓
	Yokohama ice Guard iG52c	60	↓	↓	↓	↓	↑	↑	↑	↓	↓
	Cooper WM-SA2	58	↓	↓	↓	↓	↑	↑	↑	↑	↓
	GT Radial Champiro Ice Pro	58	↓	↓	↓	↓	↑	↑	↑	↓	↓
	BFGoodrich Winter Slalom KSI	56	↓	↓	↓	↓	↑	↑	↑	↑	↓

	Brand & Model	Overall Score	Three-Season Driving					Winter Driving		Comfort		Other
Rec.			Dry Braking	Wet Braking	Dry Handling	Wet Handling	Hydroplaning	Snow Traction	Ice Braking	Ride	Noise	Rolling Resistance

WINTER PERFORMANCE TIRES

Recommended models deliver the best balance of all-weather grip.

✓	Yokohama W.drive V905	70	↓	↓	↓	↓	↓	↑	↑	↓	↓	↓
✓	Michelin Pilot Alpin PA4	66	↓	↓	↓	↓	↓	↑	↑	↓	↓	↓
	Bridgestone Blizzak LM-32	62	↓	↓	↓	↓	↓	↑	↑	↓	↓	↓
	Hankook Winter i*cept evo2	62	↓	↓	↓	↓	↓	↑	↑	↓	↓	↓
	Falken Espia EZP II	50	↓	↓	↓	↓	↓	↑	↑	↓	↓	↓

GUIDE TO THE RATINGS Overall Score is based on up to 14 tests, with braking, handling, and hydroplaning resistance more heavily weighted for most tires. Braking tests on ice are from 10 mph; on dry and wet pavement from 60 mph. Handling for many tires combines how well a tire did in wet and dry cornering grip, steering feel, and an emergency handling maneuver. For

UHP tires, (dry) handling includes dry cornering grip, avoidance maneuver performance, and subjective steering feel. Where noted, wet handling includes cornering grip and handling on our wet circuit. Hydroplaning denotes a tire's ability to resist skimming along the surface of standing water. Snow traction tests denote how far a vehicle has to travel to accelerate

from 5 to 20 mph on flat, moderately packed snow. Ride comfort and Noise are evaluated subjectively on rough and smooth roads. Rolling resistance, as measured on a dynamometer, is a factor in fuel economy. Tread life indicates wear potential based on our 16,000- or 20,000-mile mixed vehicle driving test.

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